

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 4022

號二十月七年一十三緒光

SATURDAY, AUGUST 12 1905.

六拜禮

號二十月八年八港香

313 PER ANNUM.
SINGLES COPY, 25 CENTS.

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BIRTHS.

On 24th July, at Kuching, Sarawak, the wife of WILLIAM SERVICE, Superintendent Engineer, Sarawak Government, of a son.

On 28th July, at 12, Bubbling Well Road, Shanghai, the wife of Dr. F. A. ROBINSON, of a daughter.

On 12th August, at No. 4, Haskell Road, Shanghai, the wife of S. MESS of a son.

On 21st August, at No. 12, Macgregor Road, Shanghai, to Mr. and Mrs. F. GRIFFIN, a son.

On 4th August, at No. 83, Muirhead Road, Shanghai, the wife of J. BLACKBURN, of a son and daughter.

MARRIAGES.

On 17th June, at St. Jude's S. Kensington by the Rev. Eardley Wilnot, LAWRENCE GRAHAM CLIBERT GRAHAM, British Vice-Consul at Tehran (late of H. M.'s Consular Service in China) to ANNE, younger daughter of H. W. F. de, late of Burwash, Sussex.

On 24th June, at the Royal Chapel of the Savoy, by the Rev. Paul Wyatt, THOMAS LEMON of Shanghai, to GEORGINA AUGUSTA, youngest daughter of the late Charles Cotton, of Audley House, Cork.

On 28th June, at Duncanborough Church, Fort William, by the Rev. John Mackintosh, United Free Church, assisted by the Rev. Duncan McMichael, D.D. of Largo, N.B., CHARLES WILLIAM, eldest son of Charles Henry Darbishire, Planmaw, Peasebarn, to FRANCES MIDDLETON, daughter of Donald Davidson, Sheriff Substitute, Fort William.

DEATHS.

On 30th April, in the Red Sea, on voyage home, STANLEY KEITH GORDON, aged 25, dearly loved second son of Mrs. C. Gordon, of Southsea, and the late Captain R. Gordon, R.A.M.C., late of Indo-China S. N. Co.'s service.

On 27th July, at Canton, of typhoid, JOHN H. THOMAS, aged 35, late Secretary, Masonic Club, Shanghai.

On 1st August, at No. 5, North Soochow Road, Shanghai, H. COYUHAN.

On 5th August, of the General Hospital, Shanghai, JOHN CALLAWAY.

On 6th August, at No. 65, Avenue Paul Bunyat, Shanghai, Mrs. THOS. WALLACE, aged 62.

On 6th August, at 16, Range Road, Shanghai, CHUN OT-ING, Director of the Shanghai Railway Administration, aged 59 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED FREE TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 12, 1905.

CHINA & THE UNITED STATES.

(11th August.)

The Washington Post declares that China has notified the State Department that she is sending Mr. Wu Ting-fang to the late a new exclusion treaty. Although we have seen no official confirmation of the report, it is quite possible that Sir Liang Chen Tung's predecessor, who was an excellent representative of the best elements in the national life of China, may have been selected for this important mission. If so, the very fact that a man so long trained and so long in touch with progressive ideas and institutions, is to return to Washington to represent the Court of Peking in this delicate matter ought to be accepted as evidence that the Imperial Government of China is deter-

mined to make the most of whatever opportunities may be found for bringing to a timely end the serious boycott and for assisting the Western power in its dealings with the Orient. When Mr. Wu Ting-fang was at Washington he was looked upon not only as a capable minister and guide, but as a counsellor and friend of the American public. He has on many occasions assisted Congress to legislate and may now be relied upon to bring to an issue acceptable to all parties, any new measure framed in connection with the exclusion of Chinese from the United States. We are told that the Chinese in San Francisco are passing resolutions urging the United States to rescind the Exclusion Law, or at least to make its enforcement less stringent, while, on the other hand, the Americans are retaliating by refusing to deal with the Chinese and by excluding them from every avenue of trade. Such a state of affairs cannot continue without very serious trouble ensuing and the sooner steps are taken to bring about a settlement of the grievances of both parties the better it will be for all concerned. Fortunately there are those in America who recognise the injustice of the present exclusion treaty, and who realise the importance of keeping on friendly terms with China. It was not long since that Mr. Taft, in a speech, hit the nail on the head when he declared that one of the great commercial prizes of the world is the trade with the 400,000,000 Chinese. "Ought we," he said, "to throw away the advantage which we have by reason of Chinese natural friendship for us and continue to enforce an unjustly severe law and thus create in the Chinese mind a disposition to boycott American trade and to drive our merchants from Chinese shores, simply because we are afraid that we may for the time lose the approval of certain unreasonable and extreme popular leaders of California and other coast states? Does the question not answer itself? Is it not the duty of members of Congress and of the executive to disregard the unreasonable demands of a portion of the community deeply prejudiced upon this subject in the far west and insist on extending justice and courtesy to a people from whom we are deriving and are likely to derive such immense benefits in the way of international trade?" Such words as these, coming from a speaker whose knowledge of the Chinese is such as to give them additional force, should not escape the attention of that large section of the American community who are so blindly plumping for exclusion without weighing the serious consequences likely to arise if the Chinese put a stop to their trade with the Celestial Empire. The Chinese are by no means short-sighted. They do not object to America's policy of excluding the coolie class so much as the exactions and indignities placed upon commercial men, students and others outside the restrictions of the present treaty. A little consideration and fair play on the other side of the Pacific may mean a lot to American trade and American people in general.

NATIVE PASSENGER BOATS.

(8th August.)

The paragraph printed in our columns last evening, relating to the issue of new regulations to ensure better control over steam launches moving between ports and inland cities, is a measure of some considerable importance. At present the Imperial Maritime Customs exercises but little supervision over the native craft, and considering the large amount of traffic inland by launches and their tugs the desirability of taking every precaution to ensure the safety of the passengers is apparent. In our own immediate neighbourhood this special traffic is growing yearly, and while no reliable statistics can be furnished the mere fact that Kowloon and additional Ports of Call on the West River have been opened to trade and the railway to Samshui completed a fresh stimulus has been given to shipping and to trade generally. A very large number of Chinese from towns and villages in the country around Canton undoubtedly take advantage of the many facilities provided for travelling over the unrivalled waterways of the delta, and in fairness to those responsible for their safe conduct it should be stated that the inquiry from accidents enjoyed by them is extraordinary and cannot be attributed solely to the proverbial luck of the Chinese. The navigation of the native craft is exceptionally good albeit at times foreign travellers fear disaster when being swept along by a six-knot current or swinging around a sharp bend in a stream which is nearly blocked by rafts or boats. There are times, especially when the rivers are swollen, that fatalities have to be recorded, as witness the disaster at Kowloon not many weeks since, when quite a number of lives were lost. In this instance, however, the catastrophe seems to have been occasioned by the passengers themselves; for in their haste to board a steamer, they rushed to the side of the native craft with the result that the roof collapsed and many of them were thrown into the water. But the blame was evidently attaching to those in charge of the boat; for had they taken the necessary precautions to ensure the better control over the passengers and to provide a structure of sufficient strength to withstand the weight of those who invariably crowd on to coverings, to these boats during their journey through the Delta the accident would have been averted. The Inspector-General of the Customs, recognising that he has but little control over these native craft, has now taken measures to place the responsibility of towing boats exceeding the number

settled by regulation, or containing an excess of passengers, on persons in charge of the steam launches. For such an offence they will be fined, Taels 500 each, time they are found guilty, and if through towing such boats any accident, followed by loss of life, occurs, persons in charge of the launches will be severely punished. At the present time native steam launches at Canton have to be registered and surveyed by officials of the Customs, and in this connection it may not be uninteresting to note that a Mr. Appleby, who was at one time the chief engineer of one of the Chinese revenue cruisers, is now acting as inspector of this craft in that city. The survey of these launches is carried out in a manner which renders it out of the question for the boats to be other than fit for the work for which they are intended. Of course, it is well known that when once they have been permitted to get into such a condition that the Customs would refuse to pass them they go under the British flag and serve for another term upon the waters of the delta. At present the British Consul-General has made some temporary provision for surveying these launches, but until such action is taken as will adequately ensure the prevention of unseaworthy craft flying the British flag accidents of one sort or another will crop up, and loss of life and property will follow. If the Customs could exercise control over the passenger boats the difficulty would be better met, and pending an opportunity for introducing this desirable reform the only course open to the officials is to place the responsibility for the safe conduct of the passengers on the steam craft towing the passenger boats.

THE CHINESE EXCHANGE QUESTION.

(9th August.)

Although questions such as the boycott placed on American goods, the troubles incident to the transference of high officials, the attitude of the Imperial Government towards the belligerents in the north, and the rapid rise of benevolent reform movements in China are of more general interest at present, the vexed subject of Chinese exchange in relation to foreign trade still exercises the minds of commercial houses and commercial agents in China. Every nation is concerned in the adoption by China of a stable currency, and by the terms of the Mackay Treaty China should have already made a decisive attempt to abolish the present currency system and introduce a sound system of finance. Only a short time ago we pointed out that instead of fulfilling these promises, the Chinese officials are actually opening mints for the increased circulation of copper cash, not so much that this medium may benefit the people or conduce to the prosperity of the country, as to enrich themselves at a minimum of expense and trouble. So far as we can learn absolutely no effort has been made by the Imperial Government to give effect to the Treaty obligations as to the establishment of a currency based on sound lines and the comparative quiescence of international opinion on the subject at present has given the leaders of the Middle Kingdom an opportunity to rest after their diplomatic evasions and consider what answer shall be given when the question next assumes an acute aspect. In a recent consular report Mr. George E. Anderson, the United States Consul at Amoy, dwells upon the question of Chinese exchange and the influences which militate against a speedy alteration in the existing system. In his opinion the greatest factor in the obstruction offered to any scheme of financial stability as proposed by international merchants is the opposition emanating from the banking corporations of China. "The banking element and some of the older and more conservative business interests both among the Chinese and among foreigners doing business in China, have been opposed to the change in fact, although they have talked favourably of it in theory." The fact that the most profitable source of income is found in the exchange branch of a bank accounts for this theoretical adhesion and practical opposition to any change in the monetary system. But Consul Anderson says—"It is this element which can best appreciate the fact that unless there is a change in a very short time Chinese trade will be in such a shape that there will be less profit in their business, because the business upon which it lives will have been seriously crippled." At the same time, he deprecates the despondent tone of those who look to the reports on the volume of trade between China and other countries as an index of the trade situation. As a matter of fact in certain articles there has been a decreased export trade, but taking things all round it is shown that the export trade has increased while the import trade is also on the rise. And he says that in spite of the immense indemnity payments to gold-using countries "It is probable, from the best showing of facts available, that China actually has a balance in its favour, annually in its international dealings." But the great handicap to trade generally is the unsatisfactory system of exchange. No merchant when he buys goods can depend upon the exchange for the day. It is all a gamble with him. He plays with his goods as a dealer in stocks plays with his shares. Within two years the fluctuations in exchange have varied between 3 and 16 per cent, no less than nine times. A merchant, therefore, has business troubles to contend with which are unknown to his brethren in gold-currency countries. He has to assume himself against loss of his goods, which may be a comparatively simple matter, but he has also to guard against

any pronounced fluctuation in exchange rates, which implies a close acquaintance with conditions which are, not usually considered to be within the sphere of the average merchant. The consequence is that to safeguard himself the merchant is obliged to impose part of his risk burden on the purchaser, thereby distributing the danger of loss and at the same time increasing the cost on both sides. As Consul Anderson puts it—"If allowance is made for such fluctuations it is evident that from 3 to 16 per cent for exchange must be added to the cost of the commodities to the Chinese buyers." An instance of how this uncertainty of exchange is afforded, The Consul bought a pair of tweezers in Hongkong for \$1.10 or about 50 cents gold. He bought a better article in America for 15 cents gold. A difference of 70 per cent, on articles in general use is rather amazing. But those who live in Hongkong must believe that the dealer knew the Consul to be a generous individual and allowed him to fix his own price. If residents here had to pay a 70 per cent advance on the American price of all articles there would be no living in the Colony for a great many respected individuals. But apart from that, however, there can be no doubt that the present system of Chinese exchange "acts as a direct tax upon both the imports and the exports of the country." What, then, is the remedy? It is the "cordial support of the classes in the Chinese business world who have to do with foreign exchange and the larger business transactions within the Empire relating to its domestic affairs." Without that support the Chinese Government, bound hand and foot by forms and usages and by foreign obligations can do nothing. The Consul believes that any check in international trade would immediately affect the banking interest which would thereupon give practical effect to the theories which they now expound. He has faith in the business men of China to achieve any result in this direction of monetary reform, and suggests that all correspondents—be they American representatives in particular—should be urged to press upon the business interests of China the importance and necessity of such financial reform as he has outlined. His remarks are in line with those of the various British Consuls, and we can only trust these appeals, obscured as they are in the meantime by other questions, will gradually come to the front again and remain prominent until the desired end has been attained.

HONGKONG'S MEAT SUPPLIES.

(10th August.)

The abattoir with its accessories is situated at such a distance from the centre of the city, in a locality comparatively unfrequented by Europeans, that it seldom attracts to itself the attention of the public which it deserves. People take it for granted that all goes well there, and if they ever find anything amiss with their meat they set it down to the carelessness of the market attendants. About the beginning of this year we gave a description of the abattoir, the methods in force there, and the efforts made to exclude disease. But, of course, while recognising the excellent work which is done by a handful of Europeans there, it would be foolish to assert that the abattoir is all that it should be. Certainly every endeavour is made to keep the place clean and sweet, but it is evident even to a layman that the accommodation for the large number of animals which daily pass through the abattoir is far too restricted. Hongkong has grown with such rapid strides that people who have celebrated their semi-jubilee here can hardly recognise the scenes of their childhood. And the growth of the city has been marked by an improvement in the food requirements or tastes of the people generally. That means that the abattoir is increasingly taxed to supply the wants of the public in the shape of dead meat. But dead meat is not everything. We must be certain that the meat is absolutely free from contamination, and not only so, but that it is not likely to incur contamination. It is true that the inspectors examine each haunch and carcass that leaves the abattoir, and impress it with the seal of the "municipality," and no one will suggest that they are in the slightest degree negligent in the work of preserving the citizens from the abomination of diseased meat. Yet a deal remains to be done if the abattoir and its accessories would be brought up to date. The matter was under the attention of the Sanitary Board the other day, when Mr. Rumjahn suggested that a Select Committee should be appointed to consider and report on the subject. The Select Committee was appointed and therefore the matter is *sub judice* in the sense that Mr. Arnold Foster described the War Stores Report as *sub judice*. That is to say, it is *sub judice* so long as no evil is said of matters connected with it, and punishable with the extreme rigour of the law if any carping critic essays a tilt. As yet, however, so far as the inspection of cattle and meat is concerned, no report has been submitted with which we can deal. But certain things should be borne in mind by the members of this Select Committee who have been appointed to investigate matters. It is all essential that the health of Hongkong should be preserved at all hazards. It is now an accepted fact that food forms one of the most prolific media of disease known, even if it be boiled, roasted or pickled. Therefore precautions should be taken that even the raw material, so to speak, is rendered innocuous. Cattle arrive at Hongkong from various places, and they should be segregated in a camp away from the vicinity of the abattoir—Belcher's Bay, as Mr. Rumjahn suggested,

would be a satisfactory site, other things being equal. If cattle are to be exported, methods should be adopted whereby the work of the inspectors should not be added to by a fresh batch of regulations; at the same time, it should not be overlooked that the cattle should be guaranteed, so far as human knowledge can guarantee that these cattle are free from disease. Hongkong's name, as a place liable to all manner of diseases, is not a thing for sport. And finally, the position for examining the cattle and inspecting the meat furnished to the people in Hongkong should be vastly extended. At present the meat is inspected in a poky little chamber, half-lighted, with shoulders of beef crowded together so closely that even the eye of an expert might be deceived by impurities. The same thing applies to mutton and pork, goats and buffaloes' flesh. The Select Committee of the Sanitary Board will see these things for themselves, and we do not doubt that they will present a scheme incorporating radical improvements in the inspection of cattle and meat in Hongkong at the earliest possible time. Hongkong is still growing, and any scheme of extension should not leave that fact out of sight.

KOWLOON'S ODOURS.

(11th August.)

Whether Hongkong is all that it ought to be from a sanitary point of view is a moot point, but if the size of the staff be taken into consideration it should be immeasurably superior to Shanghai. Nevertheless, there are visitors from the northern Settlement who have had the audacity to suggest that half-a-dozen inspectors in Shanghai can do the work of three times that number in Hongkong, and do it better. If that be the case, and not merely the vapourings of the self-satisfied, complacent visitor from the north, then Hongkong has undoubtedly to look to its laurels. We admit that Hongkong would not be described by the vainest upholder of local sanitary methods as a paragon worthy of entire approval. Fortunately the city of Victoria is situated in a most favourable position, from the sanitary point of view. Lying at the foot of a range of hills, every passing shower sweeps away the garbage which would otherwise—unless the efforts of the sanitary officials were ably directed—accumulate and render life a burden. The result of this beneficent condition of things is that Hongkong on the whole is a comparative paradise for the sanitary official, and it is not so much upon the outward aspect of the city that he is required to exercise his energies as upon the noisome heaps which are allowed to grow and fester at the rear of the lower-class dwellings. If Hongkong is free from outward nuisances the same cannot be said of Kowloon. The residents of Hongkong's suburb have a high opinion of their little settlement, and, on occasion, will maintain that it defies competition with any place in the East; but when seriously challenged on the subject they are bound to admit that it has many inconveniences and drawbacks unknown to dwellers in Hongkong. From a sanitary standpoint, for instance, there remains a great deal to be done before night at Kowloon can be freed from the noxious odours that pervade the atmosphere. Some of the streets reek with an agglomeration of stench. In places one would think that an immense street sewer had broken bounds. The air is so saturated and mixed with foul and odorous gases that a spark would probably set the street ablaze. Every street has its peculiar aroma, so that it has been suggested that residents on the peninsula recognise their surroundings by the particular effluvia emitted, just as a connoisseur of wine tells a vintage by submitting it to the test of his palate. No doubt, in some parts this is due to the smells rising from the beach at low tide; but that source of contamination to the air will disappear as the sea wall is extended. It is in the streets which lead to the main sea wall that the smells are most masterful. In places the smells might be attributed to the warehouses, but in quarters where the population is thickly housed there are equally offensive odours, emanating nobody seems to know whence. Were the same condition of affairs to prevail in the city of Victoria there would be a hue and cry which would eventually reach even the ears of the Government itself. At least, a remedy would be found, because after all is said and done, the people on this side of the water are by no means so passive and docile as those in Kowloon seem to be. Perhaps it is that being accustomed to all manner of annoyances, from the periodical invasion of hordes of mosquitoes to a sort of perennial drought, the people of Kowloon have become inured to their fate, and cry "Allah be merciful" with a hopeless resignation to their existing state. At the same time, a little exertion on the part of the Kowloon residents would secure a modicum of relief, for such odours, as permeate and poison the air of the lower quarters of the town—that is to say, along the roads leading from the Ferry—can be anything but healthy, and if Kowloon is to remain, as the Kowloonites proudly declare it to be, the healthiest spot in the East (which we beg leave to doubt), that only serves to show that it is under the direct protection of a beneficent Providence. A little help, therefore, to an overworked Providence should accomplish marvels.

PRIVATE advices from Chafsoo inform us (Shanghai Times) that Jim Christie and Billy Bellow are to meet in the square ring on the 1st September. The prize is said to be \$1,500. Later these two men will probably be matched to fight a 20-round mill in Shanghai for \$5,000.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-CHRISTIAN RISING IN HONAN.

GRAVE NEWS.

[From Our Own Correspondent.]

Shanghai, 10th August, 4 p.m.

Two regiments of native soldiers have revolted in Tung-kuan, Honan, and have joined the agitators in the Anti-Christian movement. They have captured the town of Suihsiainghsien. The rioters number 30,000.

THE PEACE CONFERENCE.

REPORTED JAPANESE CONDITIONS.

[From Our Own Correspondent.]

Shanghai, 10th August.

It is reported that Japan asks as conditions in the peace settlement the retention of Saghalien and the payment of an indemnity of Yen 1,500,000,000. In the alternative for the cession of mainland territory she stipulates that a larger indemnity be paid.

SPECIAL AMERICAN CONGRESS.

[From Our Own Correspondent.]

Shanghai, 10th August.

A special American Congress will be held in October.

THE "VARYAG" RE-FLOATED.

[From Our Own Correspondent.]

Shanghai, 11th August, 3.35 p.m.

The Russian cruiser *Varyag*, which was sunk in the harbour of Chemulpo by the Japanese fleet, has been successfully re-floated.

THE BOYCOTT IN CHINA.

WAIWUPU AGAINST THE MOVEMENT.

Shanghai, 11th August.

The Waiwupu are reported to be antagonistic to the Chinese boycott of American goods. They are urging merchants to use their influence to stop the campaign.

CONSULS IN CONFERENCE.

ADDRESS TO DIPLOMATIC CORPS.

Shanghai, 11th August.

A meeting of the Consuls resident at Shanghai was held yesterday to discuss the question of the boycott of American goods. It was decided to send a joint representation on the subject to the diplomatic body at Peking.

SANITARY BOARD.

THE HEIGHT OF HONGKONG BUILDINGS.

9th inst.

At the Sanitary Board meeting yesterday, several matters of local interest were discussed. They were presented by Hon. Dr. Clark, President; the Hon. Mr. W. Chatham, Mayor of Public Works; Dr. Pearce, Dr. Macdonald, Hon. Mr. E. A. Irvine, Mr. J. J. Baskley, Mr. Fung Wa Chan, Mr. H. W. Shaw, Mr. H. Rumjahn, and Mr. W. Bowen-Rowlands, secretary. The President suggested that a member of the committee should move the adoption of the report. Mr. Rumjahn considered that some member of the Board, or rather a member of the committee, should move it. The President—I think it would come better from a member of the committee. Will you move it, Mr. Rumjahn? Mr. Rumjahn—Is that all? The President—Certainly. Mr. Rumjahn—(slowly)—Then I will move the adoption of the report and recommendations. Mr. Slade seconded. The Director of Public Works moved that in the second clause which read: " regard shall be had in every case to the obstruction of the light of adjacent and of opposite properties, as well as of the building itself, and this shall be secured by the setting back of any portion of any storey which is more than 70 feet above the level of any side street or of the back yard of the building, so that it shall fall within a line drawn, at such level, at an angle of 64° deg. with the horizon," all the words from "and this shall be secured" should be deleted. He pointed out that if this clause were altered to pass as it stood it would seriously affect the question of the erection of most buildings which

had a frontage to side streets. The result of abiding by this rule would certainly be very curious, and more curious still in the case of those buildings where there were no side streets. Such a proposal as this seemed to him to be entirely out of place and he moved as an amendment that the latter part of the second recommendation be deleted.

Dr. Pearce said he wished to draw the attention of the Board to the fact that if the height of buildings fronting on side streets was not governed by some definite principle, the Board would not be in a position to tell the owners of property how far they should or should not raise their buildings. If there were no regulations the Board would be faced with the same difficulty on each application. Perhaps the Director of Public Works had some other view about the lighting of side streets.

The President said this amendment brought the Board back to their original report. It might be in the recollection of the Board that a report was to be presented at the last meeting, but in deference to the wishes of the Medical Officer of Health the report was still further considered. Practically no alteration was made with the exception that this clause in question was added. There should be some definite rule laid down to guide the officers of the Board in matters falling under Clause II. The Director of Public Works had put his finger on one of the points. They would be penalizing buildings with side streets running past them if they did not adopt everything to secure the sanitary condition of a building if they offered no inducement to owners to build side streets. Beside the P. and O. office there was a narrow lane, but it was hardly likely the owner would be wiser to be penalised for doing so.

Mr. Badley seconded the amendment. On a vote the motion was carried by a considerable majority and it was agreed to send a copy of the report to the Governor.

A DRAINAGE QUESTION.

On a report by the Sanitary Surveyor as to drainage.

Mr. Rumjahn said it appeared from the report of the Sanitary Surveyor, that the drainage system at Inland Lot 1599 was defective and that a nuisance was caused by the drain. The drain had been in existence for some years and it was defective owing to the amount of water which flowed in from some score of houses there. He suggested that the flow of water should be diverted. At present all the water from the roofs of 22 houses as well as the water from the rear washed into a 6-inch pipe, which was not, he thought, a desirable state of things.

The President—Will it meet your views if the Sanitary Surveyor be asked to report whether a 6-inch drain is sufficient?

Mr. Rumjahn—Well, you see the Surveyor is only asking.

The President—Then we will include the Medical Officer of Health also.

Agreed.

INSPECTION OF CATTLE AND MEAT.

A report was submitted as to a diseased carcass.

Mr. Rumjahn said that the present system of cattle inspection was not in any way up-to-date. It had been established in Hongkong fully 20 years ago, and although the abattoir had increased in size, the number of cattle daily passing through the abattoir had doubled, and the trade generally had greatly expanded, no attempt apparently had been made to overhaul the system of cattle inspection or the inspection of meat. There ought to be, in his opinion, a stricter examination of the cattle which arrived in the Colony from abroad. At present there was no segregation shed for the observation of cattle brought into the Colony. There was a splendid piece of ground on the foreshore of Belcher's Bay which might be utilised for the erection of segregation sheds.

The importance of this question of improving the facilities and the system of inspection of cattle could not be overlooked. He moved that a Select Committee be appointed to consider and report on the inspection of cattle and meat in the Colony.

Mr. Fung Wa Chun—Do you think it is necessary?

The President—I don't think it will do any harm.

Mr. Fung Wa Chun—Then I second the motion.

Agreed unanimously.

Other matters of minor importance were dealt with and the Board adjourned.

PAINTERS AT VARIANCE.

A PARTNER WITHOUT PARTNERSHIP BOOKS.

In the Court of Summary Jurisdiction this afternoon, before His Honour Mr. A. G. Wise, Puisse Judge, Tsang Shui Hong, 39, Market Street, Hongkong, sued Tsang Ken, 16, Berkeley Street, Hongkong, in the sum of \$201.60 in respect of a balance due for goods sold and delivered.

Mr. R. Harding (Messrs. Ewens, Harston & Harding) appeared for the plaintiff; Mr. R. C. Master (Messrs. Johnson, Stokes & Master) appeared for the defendant.

It was explained that the defendant had been in the employment of the plaintiff, a painter, until May this year, when a charge was brought by the plaintiff against the defendant of embezzlement of moneys which had been collected at the Kwong Lok Docks, to the amount of \$1,062. When the defendant was arrested \$305 was found in his possession, and when the Magistrate dismissed the charge he ordered the defendant's solicitors to order that account might be settled between the parties. An account for \$317 was made out and paid. The defendant now argued that the receipt he then gave for that money was a receipt in settlement of all claims against him. But the plaintiff maintained that it was only an acknowledgment for money due in respect of the dock works. The point before the Court was whether the receipt for \$317 was a receipt in settlement of all claims or not.

The plaintiff stated that the defendant was in his employment until 30th April last when he left on being prosecuted on a charge of embezzlement.

Mr. Harding explained that the Police Court proceedings only concerned the money received from the docks and said that there was other money due which was not then dealt with. He held that the defence that the receipt for the \$317 barred further claims was not valid.

His Lordship—If I could find out what you are fighting about we might arrive at some conclusion.

The defendant, in the witness box, said he had been a partner with the plaintiff for ten years, up to the time that he was prosecuted. Asked whether he had any books to prove that statement, the defendant said he had never held the books.

His Lordship—Ten years a partner and no books?—I was not the accountant.

His Lordship—Ten years ago there was not a shop in this town which did not have partnership books. Now they have none.

Did you get wages?—I got \$15 a month.

As wages?—We both got \$15 a month and divided the profits.

Eventually after hearing considerable evidence from the plaintiff and defendant, His Lordship non-suited the plaintiff.

KIRNE v. NEWMAN.

INTERESTING CLAIM IN COURT.

A somewhat intricate action was argued before His Honour Mr. A. G. Wise in the Summary Court this afternoon when Mr. F. Kirne, manager of the Hongkong branch of the Equitable Life Assurance Society, sued Mr. M. K. Newman, canvasser to the China Mutual Life Assurance Co., Tower House, Kennedy Road, for \$1,000 (reduced from \$1,652.45) as to bring the claim within the jurisdiction of the Court, being balance of money lent.

Mr. R. Harding, of Messrs. Ewens, Harston & Harding, represented plaintiff, and Mr. C. E. H. Beavis, of Messrs. Wilkinson & Grist, appeared for the defendant.

In opening the case Mr. Harding mentioned that since January when the defendant entered plaintiff's employ, Mr. Kirne had advanced to him sums of money amounting in all to \$3,092.50, as against which Mr. Kirne now admitted \$1,440.05 as due to the defendant for commission, thus leaving a balance of \$1,652.45 in respect of which the claim was now made. He submitted three questions for his Honour's decision:—(1) Is the defendant entitled to commission on premia paid or due after the date of his leaving the plaintiff's service—the 19th July? Defendant argued that he is entitled to commission on all premia introduced into the firm as their agent. Plaintiff said he was not. If his Lordship held that he was so entitled the second question arose: Is defendant entitled to commission due on premia after July 19th, when he left, and which was not paid? In that event when was such commission due, and is defendant entitled to it at the present time.

His Honour intimated that he considered the defendant was entitled to commission on all premia earned.

Mr. Harding—The question is: Is it earned? I shall argue that it is not.

Proceeding, Mr. Harding maintained that the onus of proof as to whether it was or was not earned rested on the defendant, and contended that he was only entitled to commission on the premia earned during the time he was in the service of the plaintiff.

The defendant was called and gave evidence showing that he was to be paid 30 per cent on the first year's premium of any business introduced into the business. After he had been questioned at some length concerning the various figures before the Court, his Honour asked him his reason for leaving plaintiff's employ. Mr. Newman alleged that it was because of the unbusinesslike actions of Mr. Kirne.

His Honour intimated that he considered that that would be an insufficient excuse for leaving, but whether or not such was the case and even if the plaintiff had punished the defendant's head, that had nothing whatever to do with the present action which was simply a claim for balance of an account due.

Mr. Kirne proceeded to give evidence showing that he had always handed defendant a monthly account of the various sums due. It was the recognised rule in insurance offices that if a canvasser left the employ of a company he would forfeit every cent due as commission after the date of leaving. As to the defendant's allegations of unprofessional conduct he denied that there was an atom of truth in the assertions.

After further evidence had been given his Honour said the man had discharged himself, and the plaintiff might bring an action against him for doing so without sufficient cause. He was not entitled to commission on premia paid before leaving for he lost all claim in that respect by discharging himself. He was only a hired servant.

The point was further argued and eventually judgment was given for plaintiff for \$1,000 with stay of execution till Friday week.

SEQUEL TO A BANKRUPTCY.

INTERESTING DETAILS OF A HONG-KONG COALING CONCERN.

An extremely interesting action was commenced in the Supreme Court, in Original Jurisdiction, this afternoon—the Chief Justice, Sir Francis Pigott, presiding. Edward Henry Murray, coal merchant and commission agent, 4 Duddell Street, sued G. H. Wakeman, the justice in bankruptcy for the Wei Yuen firm, for the return of the steam launch *Comptroller* or payment of its value, \$5,000.

Mr. H. N. Ferrers, instructed by Mr. Goldring of Brutton, Hett and Goldring, appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. Dixon represented the defendant.

The statement of claim showed that on the 27th January a bill of sale was executed of the steam launch *Comptroller* and the vessel was handed over to the plaintiff. Afterwards it was seized by the trustee in bankruptcy. The defence was that the steam launch was never the property of Kwai Yui the senior partner in the firm of Wei Yuen. The defence denied that \$5,000 was given for the launch and if any document passed between Kwai Yui and the plaintiff concerning this yacht it was executed to defraud the creditors of the Wei Yuen firm.

Mr. Ferrers, in his opening statement, remarked that the plaintiff was a citizen of the United States carrying on business in Hongkong. In March, 1904, the plaintiff founded, in partnership with a Chinaman named Su Wei Chin, a firm under the name of E. H. Murray & Co., and its object was general commercial business, but more particularly to deal in coal. The plaintiff as an American citizen had a good deal of influence both with the American Navy and the American Government of the Philippine Islands. His object was to use that influence for the purpose of obtaining contracts to coal American warships and supply provisions to the Government of the Philippines. For that purpose he was anxious to enter into co-operation with a Chinaman who could furnish the capital, the plaintiff supplying his commercial skill. That partnership was carried on from March 1904. The plaintiff spoke no Chinese and as his partner spoke no English the services of Kwai Yui were engaged as interpreter. The difficulties which led to this litigation arose in this way. The plaintiff was successful in getting the offer to do business with the Philippine Government. But he found, especially in the matter of coaling the cruiser *San Francisco*, the action of Kwai Yui was such that he forfeited the contract which he had entered into to supply coal. It had been arranged that the coal should be brought from a Chinese quarter and that it should be suitable for a warship. Not only did he lose the contract to supply coal to that warship, but he forfeited all his opportunities of doing business with the American navy. The plaintiff told Kwai Yui that it was of especial importance that the coal supplied should be of the best quality. The coal actually supplied through Kwai Yui turned out to be of very inferior quality with the result that the cruiser rejected it. The plaintiff informed Kwai Yui that he intended to take proceedings against him for supplying the coal business, and Kwai Yui in order to avoid Court proceedings gave plaintiff a

promissory note for \$5,000 in full satisfaction for all claims Mr. Murray had against him. Shortly afterwards it came to the plaintiff's knowledge that Kwai Yui had a steam launch of his own subject of this action—at his disposal and in satisfaction of his claim. That was agreed to and the promissory note was cancelled. A bill of sale of the vessel was executed on 27th January, 1905, by which Kwai Yui transferred the steam launch *Comptroller* to the plaintiff. The plaintiff had no knowledge whatever that the Kwai Yui was entitled to transfer the launch or that he was a partner in any firm which was in financial straits. Shortly afterwards the Wei Yuen firm went into bankruptcy and the launch was seized by the official receiver. After some explanation it was released, but when Mr. Murray went to take possession of it he learned that it had been taken to Canton. The plaintiff followed to Canton, spoke to the British Consul on the subject, and obtained possession of the launch which he brought back to Hongkong. On his return it was again seized by the trustee in bankruptcy, and this action was taken in order that the plaintiff might recover his launch.

The plaintiff gave evidence bearing out the opening statement that when the bill of sale was executed he had no idea of defrauding the creditors of Wei Yuen?—No, sir. I know of only one, and I wouldn't defraud him.

Did you take forcible possession of the launch at Canton?—Never.

What loss have you incurred through this attachment?—The rental of the launch—\$125 a month.

In cross-examination, the witness was asked how it was that Kwai Yui came into the business in supplying coal? He replied that it was understood that he was to get the orders and give them to Kwai Yui who would fulfil them. He personally got the orders for the *San Francisco* but Su Wei Chin was to pay the money. Then Kwai Yui said "We will supply the coal."

Who did you understand by "We"?—Su Wei Chin.

Did he say where the coal was?—No. Kwai Yui told me they would supply the coal.

And who is "they"?—The plural I took as the singular all the way through.

A royal personage, etc.?—F. H. Murray and Co. was myself and Su Wei Chin.

You didn't know that Su Wei Chin was a partner in the Wei Yuen?—Never knew it. Had I known it I should never have taken this action.

The hearing of the case of E. H. Murray, 4 Duddell Street, against G. H. Wakeman, Trustee in Bankruptcy for the Wei Yuen firm, concluding, for the return of the steam launch *Comptroller* or payment of its value \$5,000, was resumed in the Court of Original Jurisdiction this day, the Chief Justice, Sir Francis Pigott, on the bench.

Mr. H. N. Ferrers, instructed by Messrs. Brutton, Hett and Goldring, appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. Dixon, represented the defendant.

When the case was resumed yesterday, the question under consideration was whether the promissory note for \$5,000 which the plaintiff had received from Kwai Yui, in payment of all claims, and afterwards exchanged in return for the steam launch, was properly stamped and executed.

The STAMPING OF DOCUMENTS.

His Lordship said this morning, when the case opened, there was in the possession of the Court a document which purported to be a stamped document dated Hongkong, 26th January, 1905. There was a stamp on that document dated 30th January, 1905. It was necessary to deal with this document as it stood irrespective of any evidence. His Lordship had intended to deal with the document as it was unstamped and order it to be stamped and impose a penalty under section 8 of the Stamp Ordinance. But by paragraph 4 of sub-section 2 bills of exchange and promissory notes shall not be stamped after the event. Therefore, it would appear to be an offence under section 23 (1) and the Stamp Office's attention should be called to the matter and the document impounded under section 12. Generally speaking, it was the duty of the Court to act in aid of the revenue and specially when a document was said by an Ordinance not to be receivable in evidence when unstamped or insufficiently stamped. It was then the duty was taken by Counsel or not. This document was not stamped in accordance with the Ordinance on Stamps, and unless the learned counsel for the plaintiff could urge anything in favour of it, his Lordship thought that by Section 11 it was not receivable in evidence.

Ferrers—Promissory notes cannot be stamped after execution.

His Lordship—On the face of this document we have a document which has been stamped after execution.

Mr. Ferrers suggested that the plaintiff might have spoken in error.

His Lordship—His evidence is very clear on the point and I took it down at the time—it is rather curious. He was being cross-examined as to why he destroyed the first promissory note. The second note, he said, was signed on the date 26th January, 1905. Was stamped before signature. "I got it stamped immediately after—no, I mean before signature."

Mr. Ferrers said that the evidence was a mistake.

His Lordship remarked that he was merely concerned with the legal question whether the document was receivable in evidence and he found that in accordance with the law it could not be received.

The cross-examination of the plaintiff was continued, and in the course of his replies he remarked that he had made a mistake in his evidence regarding the date of the previous day, for which he was extremely sorry.

Evidence of officials from the Stamp Office was given as to the procedure adopted in stamping promissory notes; and counsel addressed the Court on the subject.

His Lordship said he could not accept the promissory note at evidence and non-suited the plaintiff with costs.

BLOCKADE RUNNING.

A SUCCESSFUL VOYAGE.

AND DISSATISFIED ENGINEER'S CLAIM.

An echo of the days when every sailorman dreamt of being captured by either of the belligerent fleets while on a vessel carrying contraband of war was heard in the Court of Summary Jurisdiction to-day, before His Honour Mr. A. G. Wise, Puisse Judge. William Turner, Seabrook, second engineer, sued W. A. Scott, master of the steamship *Royalist*, for breach of contract.

In his statement of claim the plaintiff stated that he signed a contract at South Shields on 5th October, 1904, engaging to perform the duties of second engineer for an ordinary voyage within the limits of the contract. On arrival at Singapore, on 27th November, 1904, the defendant represented to the plaintiff that the next port of call was Hongkong, whereas instead of proceeding to Hongkong the steamship proceeded under the orders

of the defendant to Vladivostok. The cargo on board the *Royalist* was contraband of war and the port of Vladivostok, belonging to one of the belligerent powers in the war now being carried on between Japan and Russia, was at the time blockaded. The defendant gave the plaintiff no opportunity of declining to proceed to Vladivostok, thus exposing him to extraordinary and unforeseen dangers and perils which were not contemplated and were not within the terms of the contract for service. After the steamship had got under way, after leaving Singapore, the defendant entered into a verbal agreement with the plaintiff whereby the plaintiff was to receive a bonus on account of the extraordinary and unforeseen dangers and perils to which he would be exposed in going to Vladivostok. The plaintiff had not received the said bonus, and he therefore claimed the sum of \$1,000 for breach of contract and such double wages and bonus as promised.

Mr. H. J. Gedge (Messrs. Johnson, Stokes & Master) appeared for the plaintiff, and Mr. M. J. D. Stephens for the defendant.

After reading the endorsement on the writ, Mr. Gedge proceeded to relate the facts of the case when

His Honour (interrupting) said—I think as a matter of fact the facts are all admitted.

Mr. Stephens—No, my Lord.

Proceeding, Mr. Gedge said that the voyage was to extend for a period not exceeding two years, and Vladivostok was within the degree of latitude embodied in the terms of the agreement. After leaving South Shields the ship proceeded to Barry and having taken a cargo of coal aboard left for Singapore which the plaintiff thought was her final destination. He then outlined the facts of the case which would be related by the plaintiff, and was alluding to the figures of the claim before the Court when

Mr. Stephens said he would admit certain liability—double wages, for instance—and if there was any bonus due the plaintiff would receive it. As a matter of fact there was no bonus due.

Mr. Gedge—I think I shall be able to prove to your Lordship that there was a bonus.

His Honour—Yes, all right. But I don't quite understand how this case comes to this Court. It should be heard in the Police Court. There was a similar case before the Lord Mayor's court in London not long ago. It comes under the Merchant Shipping Act and I don't see why it should not go to the Police Court.

Mr. Gedge—We cannot take it there. I submit that there was extraordinary peril.

His Honour—Oh, yes. There's no trouble about that.

Mr. Gedge—There is a leading case on the point of wages—the case of Burton v. Piggott. Mr. Gedge proceeded to quote the authority after which

His Honour said—I don't think it is disputed that at Singapore the destination of the ship was changed.

Mr. Gedge—The plaintiff claims that there was a verbal contract whereby in consideration of the ship proceeding to Vladivostok he was to be paid double wages.

His Honour—But he is suing on that.

Mr. Stephens—We don't dispute that. We will pay it when it becomes due. In the Merchant Shipping Act it is provided that where a seaman is engaged for a voyage and that voyage is to terminate in the United Kingdom he cannot sue in a court of law for wages until the termination of such voyage.

Mr. Gedge—We are not; we are suing for damages. For double wages and bonus.

Mr. Stephens—But the wages are not payable until the end of the voyage. We did not promise a bonus.

Mr. Gedge—At any rate your client got £500 bonus when the anchor dropped in Vladivostok.

Mr. Stephens—That has nothing to do with the agreement; and I don't admit it; the captain has never informed me of it.

Mr. Gedge—He has said so himself.

Mr. Stephens—It is quite beside the question. His Honour—There is no trouble about the law. Defendant has admitted that he promised double wages, and the sole question is whether plaintiff is entitled to be paid now or when the ship arrives in London.

Mr. Gedge—The articles only relate to the wages earned during the voyage of two years, and do not relate to any outside agreement entered into between the parties concerning payment for other services rendered during the voyage. For instance

Mr. Stephens—I think I shall show—

Mr. Gedge—Will you allow me, Mr. Stephens. Don't keep on interrupting.

Proceeding, Mr. Gedge instanced a case in which remuneration apart from that stipulated under the usual agreement would be paid, and then called evidence.

The first, and as it proved, the only, witness to be examined was the plaintiff, who said that when the ship arrived at Singapore, he went alongside the wharf he was instructed that they were going to proceed to Hongkong. Owing to the presence of a British naval lieutenant on board during the afternoon his suspicions were aroused concerning the destination of the ship, and his fears were subsequently borne out, for when he was getting the engines ready and "stand by" was rung on the telegraph it came to his knowledge that the vessel was bound for Vladivostok. He immediately left the engine room and gave orders to the third engineer not to respond to the telegraph. He went to the chief engineer about the matter and subsequently saw the captain who told him the ship was going to Vladivostok. Witness told him he would not go and the captain replied "Surely you are not going to humbug me. Look here, there is double pay if you go besides a bonus from the Russian government and also a bonus from the owners. I can assure you it will be paid." Witness was shown certain correspondence that had passed with the owners, but the captain refused to give him a copy of the agreement. Witness told him he would not proceed, and the defendant replied "You will have to take my word the same as I have had to take the owner's." Upon this plaintiff said, "Owing to the fact that I have been deceived on two other occasions with a verbal agreement I don't intend to accept that." During this time the ship was under way and he remarked to the chief engineer "This is a smart way to take people out of port." Two days later there was a dispute with the men about a document which the captain had mislaid. "Words" were spoken over the mess-room table with regard to mutiny, and the chief officer said "The first man that refuses duty, the captain is ready for him; he will clap him in irons." As his certificate was at stake witness did not think it would be advisable to refuse duty. At Vladivostok several of the crew asked the captain about the Russian bonus and he told them that he knew nothing about it. When the anchor was dropped in Vladivostok the captain said "That my £500." Upon arriving at Shanghai the captain refused to give witness any guarantee as to payment, and witness advised him to agree to certain written terms under protest. As the ship was about to leave and he did wish to delay her witness accepted the advice, and—

His Honour—You did not accept the verbal agreement, and you accepted this under protest.

Mr. Stephens—We are quite willing to pay the double wages to the plaintiff when we arrive in London or at the final port of

discharge, and we will also pay him any bonus if there is one due.

Mr. Gedge—Apart from that, if there was not a contract I am entitled to damages for the breach of the contract.

His Honour—How can you be; you have not a contract. You should have sued in the Lord Mayor's Court in London; you cannot sue for wages here.

Mr. Gedge—I am suing for damages.

His Honour—But you have not a contract.

Mr. Gedge—This is one (holding up a document).

His Honour—Oh, no. The contract you are suing on is a verbal agreement, and the plaintiff has given that away but saying he refused to accept it while the other was accepted under protest.

Mr. Gedge—I understood he accepted the verbal agreement and went on to Vladivostok.

His Honour—I should have thought so; but he says he didn't.

Plaintiff—I could not get out of the ship. The ship was at sea.

Mr. Gedge—You have to treat these seamen with a little more latitude than in the case of ordinary witnesses.

His Honour—Oh, yes. This man appears to know what he is doing. There is no contract. You cannot sue on the verbal agreement, you cannot sue on this other thing, and you are therefore reduced to the ordinary seaman action at the final port of discharge.

Plaintiff—I intended to take this to the court in London or at the final port of discharge, but the captain informed me he was leaving the ship.

His Honour—You see he knows this case is one for the court in London. He should sue the owners.

Mr. Gedge requested his Honour to refer to the case of *Burton v. Piggott*, and Mr. Wise promised to do so and reserved judgment accordingly.

On Friday his honour found for defendant, with costs.

THE INDO-CHINA ROBBERY CASE.

APPEAL UNANIMOUSLY DISMISSED.

STRICTURES ON MAGISTRACY METHODS.

The Full Court sat this morning to give judgment in the appeal against the judgment of the Chief Justice in the Lam Tung vs. Nam Lung firm case. The Chief Justice, Sir Francis Pigott, and His Honour Mr. A. G. Wise, Puisse Judge, were on the bench.

His Honour the Puisse Judge, in his judgment, related the facts of the case, stating that the Nam Lung firm, who carried on business near Saigon, was robbed of a large sum of money. Lam Tung was a cook on a French steamer trading between Saigon and Hongkong. By the same steamer travelled a man named Chau Kwong who had been acquainted with Lam Tung for some years. When the vessel arrived at Hongkong Chau Kwong was arrested on the charge of being concerned in the burglary on the Nam Lung firm; he was handed over to the French authorities and convicted. When he was arrested in Hongkong the sum of \$3,000 in notes was found in his possession, \$2,600 of which formed the subject of the present action. The Nam Lung firm demanded the restitution of the moneys as being part of the proceeds of the burglary. Lam Tung claimed the money alleging that he had given it to Chau Kwong for safe custody. The learned Chief Justice found for the plaintiff and the defendant's appeal was dismissed.

The counsel for the appellants took a somewhat unusual course. He divided his attack into two parts. In the one he asked that the judgment appealed against should be reversed; and in the other he asked for special leave to adduce further evidence. His Lordship thought that the appellants were taking an ineffectual attempt to get in further evidence, which attempt ought to have been more strenuously urged in the earlier stages of the case. After recounting what had happened in the lower Court, his Lordship said he had come to the conclusion that the appellants knew perfectly well at the time of the trial what further evidence they wanted, and that they had two opportunities of attempting to get that further evidence and had not availed themselves of it. There never had been a surprise; so far as they were concerned they acted with their eyes open. Under these circumstances, if this sort of appeal were to succeed there would be no finality. He was strongly of opinion that in view of their laches they were not entitled to any indulgence, and that so far as this part of the appeal went it failed. On both points his Lordship saw no reason why the original decision should be disturbed. He thoroughly agreed with the learned Chief Justice that there was considerable difficulty in the matter, but he could only say that several doubts which he had on first reading the papers had disappeared on further consideration. His Lordship was of opinion that the appeal should be dismissed with costs.

The Chief Justice, in the course of his judgment, held that the fresh evidence which it was sought to adduce had not been excluded in the lower Court by reason of any technical objection. It was excluded by an order of the Judge in Chambers; there was no appeal from that decision, and no application of any sort was made to the Court during the trial which would have enabled it to make an order for this evidence to be taken. After dealing with other points, his Lordship remarked that the defendant's counsel said it was very hard to have valuable evidence excluded. But this arose from the fact that the affidavit made in support of the summons for a commission disclosed the actual facts which it was alleged the witnesses in Saigon would give. His Lordship saw no reason to alter the opinion he formed after hearing the case. It was apparent from the terms of his judgment that he had experienced considerable difficulty in arriving at it, and he had therefore been the more anxious to hear what further arguments could be advanced on either side to make the matter clearer to his mind. He did not find anything to make him alter the decision he arrived at nor any of the subordinate opinions on different parts of the case which went to compose the whole. In closing his Lordship referred to an argument which occurred over a letter. His Lordship said: "The really serious part of the case made on this point is the discrepancy in the evidence of Kwong Kam Cheung. At the Police Court he said he opened the envelope and that there were two envelopes inside. At the trial he said that when he opened the envelope there was a letter inside which he did not seem to have been too careful to see what became of the enclosure whatever it was. The envelope came to the Registrar of this Court opened, with no enclosure. Although this is a serious matter, I do not think that there is anything in it to support the theory that the envelope was an old one, and was not in fact 'opened' in the presence of the Magistrate. All parties were present and it is not to be supposed that any sleight-of-hand could have been practised without somebody noticing it. But again this points to fraud and per

AT MIRS BAY.

A BANK HOLIDAY TRIP WITH THE Y.M.C.A.

The crowd which gathered on the *Kwong-tung* yesterday for a trip to Mirs Bay was not what Mr. Chesterton would call "orthodox." It was not inflated with the dignity of its own importance, which means to say that although a Y.M.C.A. gathering it was a Hongkong Y.M.C.A. gathering. It did not scramble hastily aboard; it meandered gently over the gangway "all nodes and beads and wreathed smiles." A few gay and callous youths ostentatiously carried a camera in one hand and, in the other, a copy of that beautiful work, "A Clue to the Noble Life." The ladies carefully concealed "The Delineator" and displayed, "Home Chat" which is, of course, delightfully innocuous. Some few of the learned had burdened themselves with charts of Mirs Bay, a place that we have all heard of and few seen. There was, however, a total lack of formality, which spoke well for the Y.M.C.A. members, and their friends.

A REMOVAL.

Shortly after the *Kwong-tung* started an ominous rumour gained currency. "Where are they?" "How many excursionists are there?" "A hundred and forty-seven." "A which?" asked another. "Why the steward told me there was only chow for 100 and there are only plates for 30!" But as every single young man wore to himself that he would be one of the 30 or too, and each lady appealed to her cavalier to keep an eye on the tables for her sake, the disturbing influence passed like a summer zephyr. Indeed this little episode promoted the utmost good fellowship on board. The Briton who on ordinary occasions would have stalked the deck *a la* Ralph the Rover, casting stony glances at his fellow-passengers, could be seen button-holing delighted people with the stock remark—"Have you heard?" and so on.

HALF RATIONS.

Being a Y.M.C.A. affair there was no "bar" of course, and thirsty people were obliged to regale themselves with mineral waters, which was good for their health, if not for their tempers. Then a strange thing happened. The water supply ran short. Everybody felt like a Robinson Crusoe at the news. "We were put on half rations," at 12 o'clock there was no more to be got for love or money—that is to say *aqua purissima*. At 1, those who could afford it were quaffing lemonade with a gusto undreamt of in their philosophy. At 3 the minestrone ran dry and then we started on Tansan. People blessed the name of Wilkinson for his discovery of Tansan. Fortunately Tansan held out till the end of the journey.

THE RUSH FOR TIFIN.

At tiffin time a small crowd edged towards the saloon. It was a cautious foreboding party, which pretended to be looking for the moon. Then it made a dive for the seats and loudly called for tiffin. The rest of the passengers dashed for the few seats remaining. Two succeeded in getting in, but they were the only ones accommodated for the first round—the moment that cry of "tiffin" went forth a huge host of people sprang from under the two or three small tables and clambered into seats. They had been in hiding, fearing to miss their one and only meal, and their ruse was successful. What a snug self-satisfied don't-care-I-do-have-another lot they were—at least that was the thought of the queue outside, who waited impatiently for the "vacant chair." Then the outsiders began to clamour—"Look at that you Gorgons, and make room for others!"

GREAT WAITERS.

Fun apart, it was a pity that the passengers could not sit down all at once. But how could 60 plates ground 150 people? That was not the fault of the Y.M.C.A. at all. The catering had been left to other hands and we all had to take pot-luck. The luck was all right, but the pot wasn't big enough. One or two Y.M.C.A. men assisted the Chinese stewards. They scrambled into the oven and returned triumphantly with "Mrs Bay Mutton" or "The 4 leg goat." They ran races with each other round the deck, carrying plates in their hands and on their heads, until the humour of the situation dawned upon everybody and there was a general laugh. As a matter of fact the tiffin was a capital one in its way, but the insufficiency of plates disorganised things. Still everybody had his or her share, and what more could they expect? By this time hilarity and joviality reigned supreme. There was none of that feeling—"No, we don't speak; they dine in the middle of the day, you know." Or as they would observe at home, in depreciation of sudden acquaintance—"No, I really don't care to know them. They're the sort of people who say 'am instead of saying 'am, as it should be.'"

MIRS BAY.

Mirs Bay proved to be a vast amphitheatre with nothing particularly striking about it except the breeze. But people gathered in knots and every now and then somebody would cry excitedly—"Oh, I say, look at that rock!" We all looked and gazed and wondered that there should be such a thing as a rock in existence. We all thought rocks had been cleared away by Act of Parliament. One man caused a great sensation by shouting—"I see a hole in the rock!" whereupon we borrowed each other's glasses and again wondered that there should be holes in rocks. Not a soul recited poetry! The young men with charts endeavoured to locate that rock or this fissure, but the nearest they got to it was a creek which seemed to be somewhere off Chefoo.

A WORD FOR THE SKIPPER.

The amateur master mariners we had on board were legion. Whenever they felt tired they went up and told the captain where he was, and explained to him the mysteries of boxing the compass. The captain took it all in, like a man—a Y.M.C.A. man at that—and a brother. He believed everybody—a more genial, obliging and popular skipper could not have been found than the captain of the *Kwong-tung*. Mothers looked upon him as a paragon of fathers when he patted the heads of their children and answered their queries. The amateur captain declared that he was the greatest seaman after Nelson and Vasco da Gama. While the young men and maidens made love under his very nose. A great skipper of a popular passenger boat.

THE PATALIST.

In some gull, Double Haven, the boat stopped and a few of the youthful indulged in water-polo. "Time's up!" roared the whistle, but of course there was the usual fatalist who swam off after the boat began to move. Fortunately a lifebuoy was thrown to him, which he caught. The boat was stopped. A sampan sailed past the swimmer, but refused to see him. There was excitement on the *Kwong-tung* but eventually the foolish youth was dragged aboard none the worse for his spell in the water. He dived the boat half-an-hour and the skipper did not even admonish him! The passengers did, however, and the ladies said he should be spanked.

AN IMPROMPTU FARCE.

Tea time was a great event. There were nearly ten tea-cups on board and 150 people clamouring for tea. Everybody, except the

ladies of course, fended for themselves. They bombarded the galley, stormed the kitchen, helped themselves to sugar and milk and came away with a *saupcon* of tea, happy after the fray. Some drank out of cups—oh! the fortunate few. Some had tumblers and some were content with wine-glasses. But it all afforded subject for talk and consequently as an impromptu entertainment was a great success.

SUMMING-UP.

Hongkong was reached about 6 p.m. The outing had been an unqualified success. The Y.M.C.A. and especially Messrs. Jillings and Moss, who worked like horses for the good of the crowd—even going the length of blacking their faces by crawling through ovens and things after dainties—have to be congratulated on the result of their enterprise, and if they only take the catering into their own hands next time, the trip will be the "greatest draw on earth." After all, without the incident of the plates the outing might have lost something of its charm, so it is not quite certain whether the experiment might not be repeated even down to the last detail of yesterday's excursion.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Eightieth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, on Saturday, 19th inst., at noon.

To the proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Bank, and Balance Sheet for the half-year ending 30th June, 1905.

The net profits for the period, including \$493,408.75, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,711,062.18.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$8,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,196,062.18, out of which the directors recommend the payment of a dividend of one pound and fifteen shillings sterling per share, which at 4/6 will absorb \$622,222.22.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/10, the rate of the day, amounts to \$871,111.11.

The Balance \$1,702,728.85 to be carried to new profit and loss account.

DIRECTORS.

Mr. H. E. Tomkins, the Honourable Mr. W. J. Gresson and Mr. E. S. Wheller having resigned their seats on leaving the Colony, the Honourable Mr. C. W. Dickinson, Mr. G. H. Medhurst and Mr. F. Salinger have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. H. A. W. Slade has been elected Chairman for the remainder of the year in place of Mr. Tomkins, and Mr. A. Haupt succeeded Mr. Slade as Deputy Chairman.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, who offer themselves for re-election.

H. A. W. SLADE, Chairman.

Hongkong, 8th August, 1905.

ABSTRACT OF ASSETS AND LIABILITIES.

HONGKONG & SHANGHAI BANKING CORPORATION.

30th June, 1905.

Liabilities.

Paid-up Capital, \$10,000,000.00

Sterling Reserve Fund, 10,000,000.00

Silver Reserve Fund, 8,000,000.00

Marine Insurance Account, 250,000.00

Notes in Circulation—

Authorized issue against securities deposited with the "Crown Agents for the Colonies," \$1,000,000.00

Additional issue authorised by Hongkong Ordinance No. 19 of 1904, against coins lodged with the Hongkong Govt., \$5,993,312.00

Current accounts—

Silver, \$76,300,659.70

Gold, \$50,043,747

6s. 11d. = 64,849,013.58

141,149,673.28

Fixed deposits—

Silver, \$50,985,569.11

Gold, \$5,267,426

8s. 11d. = 56,502,384.54

107,487,953.65

Bills Payable (including Drafts on London Bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments), 17,358,365.69

Profit and loss account, 3,711,062.18

Liability on Bills of Exchange to be discounted, \$1,379,862.94, of which \$1,379,862.94, have since run off.

\$313,950,366.80

Assets.

Cash, \$44,223,818.50

Coin lodged with the Hongkong Government against note circulation in excess of \$10,000,000, 8,500,000.00

Bullion in hand and in transit, 5,112,864.66

Indian government rupee paper, 2,378,061.98

Consols, colonial and other securities, 11,576,537.66

Dividends—

\$570,000 2½ % consols at 85, 484,500

(of which £400,000 lodged with the Bank of England as a Special National Reserve), 235,500 2½ % London war loan, at 90, 239,500

\$325,000 other sterling securities, written down to, 286,000

\$1,000,000 10,000,000.00

Bills discounted, loans and credits, 104,214,416.69

Bills receivable, 126,065,177.69

Bank premises, 1,038,489.62

\$313,950,366.80

GENERAL PROFIT AND LOSS ACCOUNT.

HONGKONG & SHANGHAI BANKING CORPORATION.

Dr. 30th June, 1905.

To Amounts written off—

Remuneration to directors, \$13,000.00

To Dividend account—

\$1.15 per share on 80,000 shares, 80,000.00

\$140,000 @ 4/6, 140,000.00

Dividend adjustment a/c, 622,222.22

Difference in exchange between 4/6, the rate at which the dividend is declared, and 1/10, the rate of the day, 871,111.11

Transfer to silver reserve fund, 500,000.00

Balance forward to next half-year, 1,702,728.85

\$3,711,062.18

Cr. By Balance of undivided profits, 31st Dec., 1904, \$1,493,408.75

By Amount of net profits for the six months ending 30th June, 1905, after making provision for bad and doubtful debts, deducting all expenses and interest paid, and due, 2,217,653.43

\$3,711,062.18

STERLING RESERVE FUND.

To Balance, \$10,000,000.00

By Balance 31st Dec., 1904, (invested in sterling securities), \$10,000,000.00

By Balance 31st Dec., 1904, \$8,000,000.00

Transfer from profit and loss account, 500,000.00

\$8,500,000.00

J. R. M. SMITH, Chief Manager.

C. W. MAY, Chief Accountant.

H. A. W. SLADE, Directors.

A. HAUPT, Directors.

E. SHILLIM, Directors.

We have compared the above statement with the books, vouchers and securities at the head office, and with the returns from the various branches and agencies, and have found the same to be correct.

W. HUTTON POTTS, Auditors.

A. G. WOOD, Auditors.

Hongkong, 8th August, 1905.

HONGKONG AND WHAMPOA DOCK CO., LD.

The report of the board of directors of the Hongkong & Whampoa Dock Co., Ltd., to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, on Monday, the 21st inst., at 12 o'clock noon, is as follows:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen.—The Directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1905.

The net profit for the six months, after paying interest due and all charges, amounts to \$328,200.51

to which has to be added the balance brought forward from last account, 498,289.10

\$826,489.61

and from this have to be deducted:—

Directors' fees, \$10,000.00

Auditors' fees, 750.00

leaving available for appropriation \$815,739.61

The directors recommend that a dividend for the half-year of 1½ % of \$500,000, be paid to the shareholders, the \$14,007.34 be written from the value of Kowloon docks, and the balance \$501,322.27 be carried to the new account.

During the past half-year we have installed the electric drive in the boiler shop and shipyard with satisfactory results. Several more motors will be required for this department before it is complete.

Two new electric cranes have been fitted in the machine shop.

The new drawing office at Kowloon is practically completed and the entire technical staff of the company is now located there.

For some little time past the dredger *Canton River* has been employed at Canton removing barriers for the Imperial Chinese Maritime Customs, for which work she is still under charter. Further employment at Canton is in prospect.

In April last heavy guns were lifted from H. M. battleships *Gloria* and *Aldion* and replaced by others. The work was carried out by the Dock Company and gave the Naval authorities every satisfaction.

C. P. CHATER, Chairman.

Hongkong, 7th August, 1905.

Following are the accounts:—

CAPITAL ACCOUNT.

June 30th, 1905.

ABSTRACT.

To Value of Aberdeen docks, as per last statement, \$100,000.00

Kowloon.

Value of Kowloon docks, as per last statement, \$2,316,591.66

Less amount since written off, 16,591.66

\$2,300,000.00

Amount paid on account of new electric installation, 6,352.00

Amount paid on account of shipyard machine shed and boiler shop extension, 4,165.00

Amount paid on account of new stone piers and wharves, 1,912.00

Amount paid on account of new drawing office, 5,420.00

Cost of motors, controllers, switch boards, cable, &c. for new electric installation, 20,223.00

Cost of 2 electric travelling cranes and new machines for new fitting shop, 26,004.00

Cost of hydraulic boiler erecting machine for boiler shop, 11,500.00

Cost of gear for air compressing plant, 1,050.00

Less received for centrifugal pump and salvage gear disposed of, 12,866.66

2,377,774.00

Cosmopolitan.

Value of Cosmopolitan dock as per last statement, 300,000.00

Value of tug, dredgers, launch, ches and lights, 490,514.00

Sundry debtors, 263,531.28

Value of material on hand, 1,798,787.86

\$5,317,240.48

LIABILITIES.

June 30th, 1905.

By Shareholders for 50,000 shares of \$50 each, fully paid up, \$2,500,000.00

Admiralty loan, 20,000.00

Less payments 15,882.157

\$4,117.45 @ 1/10 44,915.14

Marine insurance account, 41,500.00

Sundry creditors, 1,904,335.73

Balance of profit brought forward from last account, \$498,289.10

Profit, 328,200.51

\$826,489.61

\$5,317,240.48

REVENUE ACCOUNT.

June 30th, 1905.

To Interest, \$53,626.32

Crown grant, 311,195.05

Fire insurance, 3,779.95

Office expenses, salaries, stationery and rent of head office, 37,814.44

Drawing office expenses and salaries, 14,418.23

Telegrams, 1,870.47

Legal expenses, 731.08

Marine insurance account, 8,000.00

Profit, 328,200.51

\$420,950.99

January 1st to June 30th, 1905.

By Net earnings of the company's three establishments, \$436,206.62

Towage, net earnings, 8,176.04

Dredger, net earnings, 5,427.48

Bonus on insurance premia, &c., 1,040.85

\$450,950.99

E. & O. E.

Hongkong, 31st August, 1905.

W. WILSON, Acting Chief Manager.

THOS. J. ROSE, Secretary.

We have examined the books and vouchers of the company and hereby certify that the above statements are in accordance therewith.

THOS. ARNOLD, Auditors.

H. U. JEFFRIES, Auditors.

HARBOUR FIRES.

A SHIPPING AGENTS' MEMORIAL.

The following letter has been addressed to Governor Hutton by the Koba agents of Steamship Companies:—

His Excellency Governor Hutton Ichizo, Hyogo Ken.

Your Excellency.—We, the undersigned, agents of Steamship Lines trading to this port, beg respectfully to draw your attention to the frequency of fires, more especially where bales of cotton are concerned, but also amongst other inflammable cargo, such as cases of kerosene oil, which have occurred both on board steam

EX-OPIUM FARMERS BANKRUPTCY.

MILLIONAIRE LANOUISHES IN PRISON.
PENDING SETTLEMENT OF HIS DEBTS.

Some interesting questions relating to the Bankruptcy Ordinance arose in connection with an application which was made before the Chief Justice, Sir Francis Pigott, sitting in bankruptcy to day. Mr. F. C. Barlow applied on behalf of Tan Joo Chin, 17 Caine Road, for a receiver, order to be made in respect of the debtor's estate, and that he should be made bankrupt.

Mr. H. J. Gedge, of Johnson, Stokes and Master, appeared for the Chin Chu Heng firm, better known as the Opium Farmers, and he opposed the closing of the petition. Two declarations had been put in by the managers of the Opium Farm. The debtor, Mr. Gedge stated, was now in Victoria Gaol and had been there since the 9th June. The creditors held that the debtor was a native of a place near Swatow and said that for the last 20 years he had resided in Hongkong or Swatow. He was one of the Opium Farmers holding the grant from the Colonial Government which expired in 1904, and he made large sums of money out of the Opium Farm. They declared in their affidavit that he was possessed of at least \$100,000 and property in his native district; houses and paddy fields valued at \$30,000.

His Lordship asked what was the object of this objection to the receiving order.

Mr. Gedge—He is trying to get white-washed by this petition.

His Lordship—Are you the judgment creditor?

Mr. Gedge—Yes, we are judgment creditors for \$14,000 and \$2,000.

Proceeding to read the affidavit which had been filed by the judgment creditors, Mr. Gedge said that the debtor had property in connection with his Hongkong business, but outside the jurisdiction of the Court, to the value of \$30,000. In Singapore and the Straits Settlements the debtor had large properties. He had a share in the estate of his father. He had gambler plantations, etc. at Johore worth \$20,000. He had a share in a big Singapore firm worth \$50,000. His property outside the jurisdiction of the Court was valued at \$3,000. His share in his father's estate was worth \$16,000, but that also was beyond the jurisdiction of this Court. He had also shares in several businesses in Singapore. The signatories to the affidavit said they had known the debtor for many years, that he was a partner in the Chin Chu Heng firm; and they had obtained judgment against him for \$14,000, being part of his debts and contributions to that firm. He was in gaol to answer for that debt. They had been negotiating for a settlement of the debt for \$70,000 to be paid by instalments. They said this application was solely made to obtain the debtor's release from Victoria Gaol. All the assets of the debtor's firm in Hongkong were being owned by persons outside the jurisdiction of the Court—in Saigon, Tourane, Siam, etc., therefore there was no real assets here belonging to the debtor's firm.

His Lordship—How would you be prejudiced by a receiving order?

Mr. Gedge—The man would be released from the Gaol.

His Lordship—I don't know that that follows.

Mr. Gedge—A man cannot merely get a receiving order made against him in order that he may escape from Gaol and leave the Colony.

His Lordship—Why should not the Singapore Courts recover money belonging to the debtor there?

Mr. Gedge said that was beyond the jurisdiction of this Court.

His Lordship referred to a passage in the English Act which said, in effect, that all bankruptcy courts under the British Crown should act auxiliary to each other. It seemed to him, in these circumstances, that the very best thing they could do was to have a receiving order made.

Mr. Gedge—We don't want the man to leave the Gaol.

His Lordship—We cannot consider that in bankruptcy. The fact that the man is in gaol has nothing to do with this.

Mr. Gedge—But if the man is kept in gaol another seven days he will pay up.

His Lordship—You say there is no money in the jurisdiction of the Court, but that there is a great deal outside. I suggest to you that under Article 118 of the Bankruptcy Act you can get over that difficulty.

Mr. Gedge—That Act is not in force here.

His Lordship—The Imperial Parliament can legislate for the Colonies.

Mr. Gedge—But the Act of Parliament is not in force in Hongkong.

Considerable discussion took place over the question whether it would not suit the interests of Mr. Gedge's clients to accept the receiving order.

His Lordship—You are judgment creditor. You oppose the receiving order. You want to enforce your debt in some way, and I point out to you a method which will enable you to get the money in another way.

Mr. Gedge—If your Lordship will excuse me, the whole thing will be settled if you keep the man in gaol a week. It is very hard on the creditors if the debtor should be allowed to escape.

His Lordship—But I point out to you that the Act of Parliament will enable you to get hold of his property in Singapore and you will be paid in full.

Further discussion took place on this point as to the powers conferred by Article 118.

His Lordship—I think the case should stand over till next week and that will give time to consider the matter.

Mr. Barlow—But, my Lord, I wish to say something. The liabilities amount to over \$24,000. The Swatow property has been seized by the Consul under the Treaty by which a judgment can be enforced by the local authorities. He puts the value of his father's share at \$25,000 at the outside.

His Lordship—It seems to me as if the bankrupt wanted his bankruptcy limited to Hongkong.

Mr. Barlow—That is so.

His Lordship—I am not prepared to make any order. (To Mr. Barlow) You must answer the affidavits and file a full statement of affairs. You must either accept these statements or contradict them regarding this property, and I think, the other side must consider whether they will take advantage of 118 of the Bankruptcy Act. The application is adjourned till next week.

Mr. Barlow—Might I raise this question in Chambers? It is only a legal point. I don't want my client kept in prison any longer.

His Lordship—If it is adjourned how are you to get him out of prison?

Mr. Gedge—You must make a fresh application.

His Lordship—The man is not in prison under the Bankruptcy laws.

Mr. Barlow—That will not help me, my Lord, unless I get a receiving order.

His Lordship—I am afraid I cannot help you on that.

The application then stood adjourned.

SHIPPING TETSAM.

7th inst.

The captured German blockade-runner *Vietnam* formerly the *Thali*, has been named *Hachira Maru*.

The Kawasaki Dockyard at Kobe has just completed a steam yacht 132.6 x 11 feet, for the Siamese Crown Prince.

The steamer *Riviera Maru*, sunk off Moji after collision, has been sold with her cargo of 20,000 bales of fish manure for 77,553 yen.

It appears that the *Cadille* has been to Petrovsk, and is trying to get to Nicolaiefsk when she ran ashore off Cape Patience, Saghalien.

The fact that the C. N. S. *Ichang*, which is 285 feet long, was able to swing at the Tientsin Bund with nearly 20 feet to spare, shows the great improvement made in the river by the Haiho Conservancy.

ACCIDENT TO THE "DIKOTA"

A telegram has been received at the Kobe Office of the Nippon Yusen Kaisha, who act as the local agents for the Great Northern Steamship Co., that the new steamship *Dakota*, sister ship of the *Minnesota*, scheduled to have left Seattle on her maiden voyage for Japan on the 1st ult., has returned to Seattle with her shaft damaged. Her cargo, etc., will be transferred to the steamship *Minnesota*, which was fixed to leave Seattle for the F. R. East on 4th inst.

The Harbour should in time be a clear and safe place for navigation, if the present campaign instituted by the Harbour authorities against junks anchoring in the fairways, and other unauthorized parts of the waters of the Colony has the expected and desired result. Fines of \$5 to \$15 are almost daily imposed on the infringers of the harbour regulations, and to-day was no exception, as another batch of indifferent junkmasters received their deserts at the hands of the Magistrates, and had to pay fines of \$15 each.

A very sad occurrence took place at the Mercantile Marine Officers' Association at Shanghai late other evening. Mr. Coughlan, who until recently was one of Mr. Geo. McBain's steamer, spent most of the afternoon at the first time and seemed in the best of health and spirits. About 5 p.m. he was suddenly taken ill. The doctor from the *Villalobos*, who was passing at the time, was called in, but Mr. Coughlan died a few minutes before 7 p.m. a victim, it is supposed, to heat apoplexy. Deceased was a native of New Zealand, and at the time of his death was unemployed.—N. C. D. News.

FIRE IN THE HARBOR.

On Saturday night one of the crew of the s.s. *Yik Sang*, lying at Wanchai, noticed that smoke was issuing from the after hatch, and at once reported the matter to the chief officer, who upon investigation discovered that the coal stored in that hatch had caught fire, probably by spontaneous combustion. The chief officer immediately raised an alarm and the police boat with Inspector Langley appeared on the scene. It was then found that the coal was smouldering below, and a relay of firemen was at once sent from Tsimshatsui, and the outbreak was soon under control.

THE CASE OF THE "AGINCOURT"

The Lord Chief Justice and Justices Darling and Jelf decided on 1st ult. an appeal in the case of Lloyd v. Sheen. Mr. Lloyd, owner of the *Agincourt*, appealed against a decision at Guildhall in favour of a seaman's claim for wages. The question was whether a seaman who signed articles for a voyage wide enough to cover the Japanese war zone was entitled on arrival of the vessel at Singapore with a cargo of coal to refuse to proceed to Nagasaki, and then claim his wages. Only one officer and one seaman did not refuse to proceed further than Nagasaki by Chinese. It was arranged that the original crew should be picked up on the return voyage, but the ship going ashore, they had to come to England by other means. The respondent claimed four months' wages. The shipowner claimed that he was only liable for wages up to the date of the refusal to proceed on the voyage to Nagasaki. The Court held that the captain, by assenting to return and pick up the crew on the return voyage, acquiesced in the action of the seamen, who had not been discharged, and that the men were justified in not proceeding to a port within the war zone. The decision of the magistrate was therefore upheld.

This morning was a sailors' day at the Magistracy, as an unusually large number of members of that calling appeared in answer to the charges of being drunk and disorderly. One man, named 'Innet', from the s.s. *Batten-hall*, stoutly denied that he was either drunk or disorderly, and said he had been "insulted by a black constable," and when he tried to get away he was knocked down, and taken to the station. When he was charged with being drunk defendant said he offered to walk along a chalked line, but he was hustled into a cell and there he got sick and was removed to hospital. He was not drunk at all, and had a witness to prove it. Mr. Hazeland said he had a certificate from the doctor to say defendant was under the influence of liquor and the sergeant had testified the same. Defendant said "no doctor ever visited me in hospital." He said he would call his witness and did so, when the letter, in reply to the Magistrate's first question said "Yes! he was very drunk!" Defendant then asked the sergeant who arrested him how he knew if a man was drunk, and was told his experience taught him to detect a drunken man at once, even without the evidence of the breath.—His Worship said that the Metropolitan Police in London, when testing a man's sobriety, always adopted the plan of making the man repeat quickly several times the words "pricked biscuits." Defendant: "I suppose I shall have to give in; I am not guilty, but I suppose I was drunk." He was fined \$3.

Another man was one of the late crew of the unfortunate s.s. *Oldham*, now unemployed. The liquor was too much for him, and when he wanted to "do up" a ricksha coolie, and the latter bolted for fear of his life, he wreaked his vengeance on the ricksha, and did so to some purpose, since the repairs would cost \$6. He was fined \$3 for being drunk and disorderly, and ordered to pay \$6 compensation to the ricksha coolie. "You had better let me off; I have already lost my ship through it," said another seaman. "I can't help that," said His Worship, "you have no business to get drunk, \$3 or 7 days." Other fines varied from \$3 to \$5.

The rumour is revived that the C. P. R. proposes to build three 15,000-ton steamers to replace the *Empress*, which will then be placed on the Australian line.

The German steamer *M. Strupp* which arrived from Newchwang and Chefoo yesterday evening reports having sighted six small Japanese ships engaged searching for mines off Newchwang.

Capt. Fawcett, of the Telegraph cable steamer *Magnus*, has been appointed to the

command of the *Recorder*. Capt. Neagle, who has been acting in command of the *Recorder*, becomes commander of the *Magnus*.

The two *Lascars* recently arrested on a charge of complicity in the alleged murder of a Japanese girl on board the *Utsa Waldemar* in Kobe harbour have been released. Three Japanese will be sent for public trial, the Preliminary Court having found sufficient evidence to warrant their commitment.

The *Japan Times* states that the Toyo Kisen Kaisha intends to open a steamship service to South America towards the beginning of September. The route will take in Hongkong, Moji, Kobe, Yokohama, Callao de Peru, and Jiquike of Chili. On the outward voyage the steamer will carry Chinese emigrants and general merchandise, while on the return voyage the cargo will consist of cotton and wool from Peru and saltpetre from Chili. The company is negotiating for the charter of two foreign freight boats, of over 4,000 tons each, for the purpose of opening the service.

As mentioned in a recent issue the Kawasaki Dockyard Company has been constructing a yacht for the use of the Siamese Crown Prince, orders for the same having been given by the Minister of State of Siam. The yacht was recently launched, and it is now completed, and will shortly be sent to Siam. The vessel is 132 ft. 6 in. in length, 11 ft. in breadth, and the speed is 10 knots. The interior fittings are of a luxurious character, and the vessel is said to be a great credit to the yard.

THE OSAKA SHOSHEN KAISHA.

The Osaka Shoshen Kaisha's total receipts from January to June last, inclusive, were Yen 5,371,000 while the business expenditure for the six months reached the figures of Yen 4,190,000, the net profits being Yen 1,181,000. The following is a comparative table of the company's net profits for the first six months of this and two preceding years:

	Yen.
1903.....	1,018,000
1904.....	1,282,000
1905.....	1,181,000

The Steamship Company has now a fleet of 94 steamers, with a gross tonnage of 90,626 tons, exclusive of a number of foreign steamers under its charter.

ACCIDENT TO THE FRENCH MAIL.

The following is from the *Singapore Free Press* of 31st ult.—Mr. C. Tournaire, local agent of the Messageries Maritimes, has received a telegram informing him that the M. M. mail steamer *Touraine* fouled something whilst going up the river to Saigon on Friday, the blades of one of her twin screws carrying away. As the dock at Saigon was occupied the agents at Saigon wired to Mr. Tournaire to know if the mail steamer could be docked at Singapore, but on enquiry it was found that the vessel could not possibly be docked here till to-morrow as the docks are all engaged. A wire to this effect was despatched to Saigon and it was then decided to keep the steamer at that port for repairs and send the mails and passengers on by the steamer *El Kantara*, one of the company's new cargo boats, which will arrive here to-morrow morning. The *Touraine* is expected in complete repairs and be here by the 31st. All the vessels carry spare propeller blades and once she gets into dock it will not take long to fit new blades.

ALLEGED MANSLAUGHTER

ON THE HIGH SEAS.

When the German s.s. *Adilla* arrived in port yesterday, and the Chinese passengers landed, they told a story implicating the second officer of the ship in a very serious charge. According to their tale when the vessel was one day out from Shanghai, the second officer hustled all the Chinese steerage passengers forward to facilitate the collection of their tickets. Having a rope in his hand he was striking the passengers with it to make them move on quickly and they allege that he struck one man in such a manner as to knock him overboard. They declare that the steamer was stopped, a boat lowered, and a search made for the man overboard, but he could not be found. Such is the story told by the Chinese passengers to the police, who are now investigating the matter, but as the alleged occurrence would have taken place on board a German vessel on the high seas, it seems to be out of the jurisdiction of the local Courts, and apparently a matter for the German Consul-General to deal with.

LLOYD'S REGISTER.

We have to acknowledge the receipt of Lloyd's Register of shipbuilding returns for the quarter ended 30th June last. From the returns compiled, it appears that existing warships, there were 472 vessels of 1,301,457 tons gross under construction in the United Kingdom at the close of the quarter.

The tonnage under construction at the end of March was about 2,200 tons more than at the end of December, 1904. The present quarter's totals show a further increase of 50,000 tons. Compared, however, with the total reached in September, 1904, which is the highest on record, the present figures still show a reduction of about 11,000 tons.

Of the vessels under construction in the United Kingdom at the end of June, 374 of 99,800 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 45 vessels of 123,876 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 419 vessels of 1,123,678 tons.

HONGKONG RESIDENTS

"HOAXED."

A good many Hongkong people got a surprise last night when they wandered down to the Theatre Royal in expectation of spending an evening listening to the delightful music of *La Poupée*. Probably a good many households were perturbed not to say disturbed by the antics of those who were attiring themselves for the theatre, but if that were the case before a star was made what chance it has been after the return of the play-goers? It seems that the Bandmann Opera Company had left the Colony in the afternoon for Shanghai, without, however, giving any indication to their patrons that they contemplated such a speedy departure. As a matter of fact they were not greatly to blame. The fault lies with the P. & O. Co.'s boats which of late have developed such high rates of speed that they arrive before they are expected and leave before people have time to recover from the shock. The Opera Company had of course to take advantage of the first opportunity to get to Shanghai, and accordingly they embarked on the P. & O. boat yesterday afternoon. So that it is difficult exactly to assign the blame for rendering a few Hongkong residents annoyed last night. No "express" or other notice was issued to state that there would be no performance. Nothing was done to show

that *La Poupée* was "off"; and even the Robinson Piano Co. who were booking seats, only received intelligence of the intended departure of the company late in the day yesterday. The Robinson Piano Co. at once telephoned to the patrons whose names were on the programme of those who had booked seats for *La Poupée*, and refunded the money. Others who had taken tickets for the performance will also get their money back, which is at least some solatium for a wounded heart. It may be mentioned, in passing, that the Bandmann Opera Co. left the people of Singapore under exactly similar circumstances.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st August.

	1904	1905
Tytam.....	41' below	41' below
Byewash.....	11' 11" below	23' 4" below
Pokfulam.....	1' 23" below	0' 0" level
Wong-nai-cheong.....	11' 7" below	31' 51" below
STORAGE GALLONS.		
Tytam.....	37,250,000	347,660,000
Byewash.....	7,345,000	1,335,000
Pokfulam.....	63,350,000	66,000,000
Wong-nai-cheong.....	16,995,000	3,408,000
Total.....	466,941,000	418,404,000

Consumption of Water in the City of Victoria and Hill District during the month of July.

	1904	1905
Consumption.....	133,702,000	161,350,000 gallons
Estimated population.....	224,500	229,300
Consumption per head per day.....	19.2	22.7 gallons
Intermittent supply up to 3rd July, 1904, inclusive.....		
Constant supply during the month of July, 1904.....		

Consumption of Water in Kowloon Peninsula during the month of July.

	1904	1905
Consumption.....	15,394,000	18,574,000 gallons
Estimated population.....	68,800	74,450
Consumption per head per day.....	7.2	8.0 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, August 9th.

THE EARTHQUAKE SHOCKS.

The greatest alarm, which amounts almost to consternation among the common people, has been caused by the recent visitations of earthquake to Macao. During the past few weeks frequent and severe shocks have been experienced, shaking the nerves of everybody in the Colony. On Wednesday night last, one of the shocks lasted for nearly ten seconds and so fierce were the rumblings that people were in momentary fear that they would be engulfed in the ruins of their houses. Fortunately, Macao has so far escaped serious damage, but the inhabitants rest in a state of continual expectation that something is about to happen. The Chinese mind, seeking for a cause for these shocks of earthquake, ascribes it to various enraged deities, but one and all are agreed that worst has not yet passed. On Saturday there will be an eclipse of the sun, and already the Chinese, anticipating trouble and believing that the eclipse is solely connected with the occurrence of the earthquakes, are making arrangements—as many of them as have the means—to leave Macao while the eclipse is in progress. They have heard that Hongkong is free from shocks and there is likely to be a large exodus from Macao to Hongkong before the end of the week. The fact that the eclipse will be observable in Hongkong as well as in Macao does not seem to affect the Chinese. They are firmly convinced and are eager on to believe that Macao is a good place to leave behind while the eclipse is in progress. Of course, some of the superstitions ones are responsible for this state of mind, but the feeling that danger exists in Macao on the 12th inst. is very general. If, however, Macao escapes damage on the 12th inst., in the opinion of the lower classes, it is only postponed until the 22nd September. At the same time while there is this ebullition of alarm evident among the Chinese, all classes of the community are troubled with uneasiness owing to the frequent shocks which have been felt of late.

A SEISMOGRAPH FOR MACAO.

I understand that His Excellency the Governor of Macao is procuring from Hongkong a seismograph in order that, should further shocks of earthquake be experienced, observations as to their duration, direction, and force may be recorded. The instrument, if available, will be placed in charge of a competent official, who will record the readings. It must be the information obtained from these records will be made available to the public, through the medium of the Press.

THE HOT SPRINGS.

The commander of H.M.S. *Moorehen*, which is at present lying at Macao, had intended to make a short excursion on Sunday to view the hot water springs at Yungmak. There is no doubt that these springs are of volcanic origin and being only from 18 to 20 miles from Macao, as the crow flies, their appearance at the present time should be worthy of note. In view of the seismic disturbances at Macao, however, the commander has decided to remain by his ship, and the visit to Yungmak is indefinitely postponed.

MILITARY MANOEUVRES.

On Monday last, the mounted troops attached to the local garrison proceeded to carry out a very interesting series of manoeuvres. They were under the charge of the officer in command of the corps, Baron de Cadore (Carlos), A.D.C. to His Excellency the Governor. The force performed a number of evolutions in a smart soldier-like fashion on the esplanade at Tapscak. Hundreds of people, especially Chinese, followed the mounted corps for a considerable distance, and watched the military manoeuvres with the greatest interest.

PROPOSED REDUCTION IN ASSIGNMENT FEES.

It will be good news for the landed proprietors in Macao to learn that His Excellency the Governor has made representations to Lisbon against the present excessive fees charged by the Fazenda (Revenue Department) on assignment of land and house property. Whereas the present fee is at the rate of 10 per cent. on the consideration money it is proposed by the Governor that it be reduced to 2 per cent. The outcome of these representations must be awaited before the reduction can be put into effect in the Colony.

ITALIAN OPERA.

The music-lovers of Macao were charmed on Sunday last by a visit from an operatic

company which gave selections from Italian operas. The theatre of the Club de Macao was crowded with an appreciative audience. The company has been engaged to present a series of operatic selections, the first performance to be given on Sunday next week.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 8th August.

THE BOYCOTT.

The boycott continues to be the most interesting subject of conversation, but it is difficult to get any accurate information as to what is being done. There are professional agitators at work, but there does not seem to be much enthusiasm in the matter. Threatening letters have been sent to some compradors who are serving American firms. It was rumoured some days ago that threats had been made to blow up the Standard Oil Company's works. But so far as can be seen work goes on as usual, and business has not suffered much, if at all.

THE VICEROY.

A good deal of interest is taken in the Viceroy's health. It is rumoured that he has again applied for removal and a long holiday. He does little, if any, business. A good many officials are anxious to have him go, for they have not had the best kind of a time since the Viceroy came to Canton. Official business has been very uncertain and changes have followed quickly upon appointment. Money has been scarce and it has been very difficult to tell what would happen next.

CANTON VICEROY

DETERMINED TO RESIGN.

A Canton dispatch states that although H.E. Viceroy Tsén Ch'un-hüen has been given one month's sick leave by the Throne, his Excellency has again memorialised their Majesties to the effect that the state of his health is such that he must be allowed a long period of rest in order to be restored to good health again and that if he is not permitted to resign there will be reason to fear that "not only will he be unable to regain his health but that the duties of his post will have to be neglected to the detriment of the Viceroyalty of the Two Kwang provinces." It is therefore expected in mandarin circles in Canton that under the circumstances their Majesties cannot very well persist in keeping his Excellency in Canton any longer.—N. C. D. News.

CANTON VICEROY AND HIS SUBORDINATES.

The Viceroy of Canton has shown a firm hand since he assumed the incumbency in this province, writes the Canton correspondent of the N. C. D. News. Among other things he has recently hinted his power to his subordinates, and has disturbed them in their accustomed habits of letting things alone. He has issued a manifesto in which he bemoans the unhappy condition of the Two Kwang, in respect to the lawlessness which abounds, and charges much of this lawlessness to the remissness on the part of the local magistrates. Specific cases are referred to, and the names of delinquent officials are paraded, against whom he is specially wrathful, and against whom he threatens the weight of his hand unless they show themselves more vigorous in trying to root out the marauders. It appears that no magistrate will assist another outside his own particular sphere of influence. It is said that military mandarins, though they know the probable whereabouts of hiding robbers, will not make an effort to arrest them, till a reward has been offered for their heads, by which time, probably, the scoundrels have decamped. It is certain that a threat of this type will not be barren of good results, and certainly something should be attempted and done, for Kwangtung is overrun with banditti, and depredations of almost every degree of horror are daily perpetrated.

GERMANS AFTER CHINESE LABOURERS.

A Canton letter states that certain Germans have arrived there with the object of getting labourers to work at certain mines, presumably in Shantung province, although this has not been plainly stated for the present to outsiders. On receiving a hint of this from the German Consul, Viceroy Tsén Ch'un-hüen deputed the matter to an official of prefect rank with instructions to confer with the German visitors as to the treatment of Chinese labourers working at the mines. It is stated that Viceroy Tsén is willing to allow the enlistment of labourers in Kwangtung province on condition that they be guaranteed the best of treatment and avoid the cruelty and harshness that was accorded by representatives of a certain other country to such Chinese labourers as responded to their invitation to enlist. If the Germans consent to give the liberal and kind treatment asked for, his Excellency the Viceroy has stated his willingness to grant the necessary permission to open an enlistment agency, and also issue a proclamation in his own name to that effect.—N. C. D. News.

RAILWAY ENTERPRISE IN SOUTH CHINA.

A number of wealthy men of Hsinning (Colloquial: Sunning) in Kwangtung province, having decided to construct a railway between their city and Canton and points beyond, sent in May last a couple of their number to the United States to interest their fellow-townsmen, and there are a large number doing business there in the scheme. According to the N. C. D. News, a Canton correspondent now writes that news has been received here from San Francisco that the representatives of the proposed Hsinning-Canton Railway have already collected over \$600,000 within a few weeks of their arrival in the States, and that this sum, with the money already guaranteed in Canton and Hsinning, will now come up to almost two million dollars. It is further stated from Canton that permission for the construction of this railway has already been granted by the Shanghai.

COTTON MANUFACTURES IN AMOY.

Writing to the Department of Commerce and Labour on April 6 last, Mr. George E. Anderson, U.S. Consul at Amoy, states: "There have been complaints from dealers along the Chinese coast this spring on account of slow deliveries of cotton goods, both from the United States and England. The complaints are just as loud of one country as the other, but as prompt delivery does not seem to be expected of American goods, the responsibility for slowness is easily fixed and protests are to the point. The severe fluctuations in exchange and the lateness of delivery

ALLEGED RUSSIAN OUTRAGE.

JAPANESE SEALERS REPORTED MURDERED OFF KAMCHATKA.

According to the Hakodate correspondent of the *Japan Advertiser*, the Japanese sealing schooner *Tora-maru*, of Yokohama, was off-hauling off Bhamursiri Island when on July 1st she picked up a boat containing four men, part of the crew of the *Matulomo-maru*. According to the correspondent's account, the *Matulomo-maru*, while on her way to the hunting grounds off the Commander Islands, encountered a gale on June 18th, during which she sprang a leak and foundered, nine of her crew going down with the remainder, eighteen in number with three boats, managed to land on the coast of Kamchatka, about fifty miles north-east of Cape Lopatka. As they were entirely without provisions and a number of them sick from exposure in the boats, four men volunteered to take one of the boats and go to Shumushu, where there is a Japanese settlement, for assistance. After being in the boat for five days they fell in with the *Tora-maru*.

On hearing of the plight of the shipwrecked men, the master of the *Tora-maru* kept away for the bay in which they were reported to have landed, arriving there on the morning of July 5th, and seeing a number of men on the beach he ordered three boats to be lowered and manned by a crew of four each. These pulled for the shore.

In response to signals on shore the men in the boat approached, but only to find that the men who had been signalling were Russians. They at once stopped pulling and began to back away from the shore, when suddenly from four different places on shore fire was opened on the boats, the crews of which were entirely unarmed. The crew of the leading boat attempted to pull out, but after the second volley all were mortally wounded. Nevertheless the fire from over thirty rifles on shore was continued until the boat was riddled with bullets and sank, the bodies of the four unfortunate men going down with it.

The crew of the second boat at the first fire dropped in the bottom of the boat, and being further out escaped most of the fire, which was concentrated on the leading boat, though every man in the boat was severely wounded, one man having five bullets in various parts of his body. But, favoured by the wind and tide, the boat drifted off shore out of rifle shot, where she was taken in tow by the third boat and brought off to the *Tora-maru*.

The *Tora-maru* then made for Hakodate, where she duly arrived, and the wounded men were at once removed to a hospital.

Nothing is known of the fate of the balance of the *Matulomo-maru's* crew, but it is believed that they have been murdered by the Russians, as one of the wounded men who belonged to the *Matulomo-maru*, and who was in the second boat, declares that the men they first saw on the beach were wearing the clothes belonging to the men that had been left there.

The story is an extraordinary one, and would seem to require considerable corroboration before being accepted.

SUICIDE ON THE "MANCHURIA"

ONE OF THE TAFT PARTY JUMPS OVERBOARD.

A tragic incident marked the voyage across the Pacific of the P.M. steamship *Manchuria*, which brought Mr. Taft and his party to Yokohama. According to the *Japan Advertiser*, one of the passengers, William Sullivan, of San Antonio, Texas, ended his life by jumping from the aft promenade deck late on the night of July 12th. No one but a woman passenger saw him jump, and her story was accepted with reservation until the following morning, when a search of the ship was made. Mr. Sullivan could not be found, and the recovery of a slipper near the place from which he jumped and its identification by his friends was finally accepted as confirmation of the story told by the woman who witnessed his suicide.

Mr. Sullivan, who was about 26 years old, was a brother-in-law of Colonel Clemm, Chief of the Quartermaster's Department in the Philippines. He was a graduate of Yale '03 and left San Francisco with the Taft party, with the intention of touring the Philippines with them, and spending several months in Japan before returning home. The reason which prompted him to end his life is said by his friends to be unknown to them. They say that he entered into the spirit of all the social entertainments on board the *Manchuria*, and showed no indication of melancholy until July 12th, when he kept to his state-room. In the evening he spent considerable time in the wine-room, which he left about 11 o'clock, remarking that he was going to sleep. When he jumped off the ship he was in evening clothes and had his jewelry, letters of credit, and whatever other valuables he may have had in his possession on his person.

Search of his state-room revealed that apart from clothing and travelling accessories he left nothing behind of value. His wine bill on the *Manchuria* had not been paid. A letter and a telegram were found from his brother in San Antonio, but their nature did not contribute any additional indication on what may have led him to suicide. Mr. Sullivan, according to his friends, was struck on the head with a revolver in a street brawl in a Texas town several years ago. The blow, they think, may have resulted in a mental aberration which may have resulted in a radical manifestation on the night he ended his life.

THE WRECK OF THE "CASCIE"

FURTHER PARTICULARS.

The following particulars are now published by the Navy Department concerning the wreck of the *Cascie*:

The German Minister in Tokio having learned that the German steamer *Cascie*, 1,253 tons, had stranded at Kataoka-misaki (Cape Patience) on the eastern coast of Saghalien, and that a portion of the crew had landed at Tilmemei (?) in a boat, applied for assistance to be rendered to the crew. Succour was duly given by the squadron sent to the north, and the commander in charge of these operations has forwarded the following report:

"The correspondent of the *Lokal Anzeiger*, a journal published in Berlin, is the owner of the steamer *Cascie*, the master of which was a commander of the German Navy in reserve. The steamer left Shanghai on June 4th, passed north of the Takatsura group and Oseki Island, proceeded along the Japanese coast some 50 to 60 miles off the shore, and arrived at Petropavlovsk, Kamchatka, on the 15th. Leaving there on the 19th, the steamer encountered a gale and took shelter on the south of Heromuro Island, and leaving on the 22nd, attempted to proceed direct to Nicolaievsk by way of the north of Saghalien, but was compelled to retire southward on account of floating ice. On the 27th the steamer, stranded at Bratkovsk, about 75 miles north-west of Kataoka-misaki. In spite of the bad weather and other obstacles, we succeeded in rescuing the crew of the stranded steamer, consisting of

four Germans, two Englishmen, one Norwegian, and thirty-six Chinese, one of them learnt that Baron Krieglstein arrived at Otaru on the 26th ultimo. We learnt that Baron Krieglstein proceeded to Nicolaievsk overland."

HEIGHT OF HONGKONG BUILDINGS.

IMPORTANT RECOMMENDATIONS.

At the fortnightly meeting of the Sanitary Board, a report of which appears on page 223, the following recommendations of the Committee appointed to consider the question of buildings should be allowed to exceed a height of 75 feet were submitted. These dealt with the type of building in which such height should be permitted, and stated that exemptions from section 188 of the Public Health and Buildings Ordinance, 1903, should only be granted in the case of hotels and large blocks of offices of European design, regard being had in every case to the possibility of obstruction of light and air from the adjacent and opposite properties, as well as from portions of the building itself, which must be secured by the setting back of any portion of any story which is more than 75 feet above the level of any side street or of the backyard of the building, so that it shall fall within a line drawn, at such level, at an angle of 63.5 degrees with the horizon. It was further stated that in no case shall the height of the building exceed one and one-half times the width of the street on which it fronts, and in the case of land obtained from the Crown after February 21st, 1903, such height shall not exceed the width of the street on which the building fronts. Not more than six storeys shall be allowed in any case, and with the exception of two caretakers to each story, only the four upper storeys shall be used for sleeping purposes. The ground story shall not be less than 20 feet in height. No modification of the Ordinance in respect to verandahs at the side and rear of such building should be granted in these cases, and where any street at the side or rear of such building is less than 50 feet wide no balcony shall be projected therefrom over the Crown land in such street.

The following memorandum was submitted by the Medical Officer of Health: One of the most important results of limiting the height of buildings is the proper lighting of the ground floor, and lower floors. Darkness necessitates artificial light, and it is always accompanied more or less by dirt and dustiness. A house in Hongkong, erected on land obtained from the Crown after the passing of the Public Health and Buildings Ordinance, may be fairly compared with a house erected under the London Building Act on streets formed after 1900. Also a house erected in the Colony after the passing of the present Ordinance, but on land obtained before the passing of this Ordinance, may be fairly compared with a house erected in London under the 1894 Act, on streets formed in 1862 to 1894. It appears that to regulate the height of new buildings on old sites in Hongkong by the width of the streets alone is liable to have very serious effects upon the lighting and ventilation of the City. If the height of a house is governed merely by the width of the street on which it fronts, and if the limit of the storeys to a height of 15 feet only be insisted on in the absence of special strength of walls and be modified at once if the house be so built as to render it strong enough to support storeys of over 15 feet in height, or in other words, if the Ordinance be mechanically administered without due regard to the sanitary questions of ventilation and illumination, the condition of houses in Hongkong in these respects will be far behind comparable houses in London. Properly in a tropical city, especially in one so unfortunately situated for matters of lighting and ventilation as is the city of Victoria, more effort should be made to obtain the beneficial effects of open spaces. The more buildings erected to excessive height, the greater will be the danger from overcrowding with its accompanying dirt and disease. When dealing with houses to be erected on land obtained from the Crown subsequent to the passing of Ordinance 1 of 1903, the law requires that the house shall be erected to a greater height than the width of the street on which it fronts. This law then fixes a minimum standard as necessary for the effect of the height of the buildings, otherwise this regulation would have no *raison d'être*. It follows therefore that there is an objection on sanitary grounds to buildings exceeding the height limit. On the ground of expediency, then, objection has been waived in the case of houses erected and to be erected on ground leased before the passing of this Ordinance. An impartial consideration, it is trusted, will make it clear that the limit to the height of buildings should not be exceeded except under the following circumstances: (1) When the building is so situated in the midst of open space which cannot be built over that its extra height will not affect the access of light to any of its windows; (2) Unless as a compensation for the effect of the extra height in lessening the lighting of the building and its curtilages there be a setting back of the floors in the manner provided for under the London Building Act; (3) When the extra height of a building will not deprive any neighbouring building of any of the light it would enjoy if permission for the extra height had not been granted; (4) when the building is not a "tenement house," as defined by Ord. 1 of 1903; (5) unless under a condition that such building be reduced at the expense of the owner to the height only to which it might have been built had the permission for the extra height not been granted, upon its owner being called upon so to do by the Government. I consider that a condition of this kind is necessary to provide for the effect of the gradual deterioration of property and its conversion into or approaching that of slum property. A similar condition with reference to verandahs may be seen in Ord. 1 of 1903, schedule E. 4.

REVOLT OF FORMOSAN ABORIGINES.

OPPOSITION TO CAMPHOR OPERATIONS.

Once more a tribe of Formosan aborigines has risen in revolt and there has been loss of life in consequence. According to a report from the Formosan Government to the Home Department dated the 20th July, it appears that the trouble originated in the course of operations for the gathering of camphor. A tribe known as Towabar having assented to camphor operations being started in their district, the work was commenced, and over 400 operatives entered the district, a volunteer force for protection against possible raids by the aborigines. The operations proceeded satisfactorily, but it seems that various rumours concerning the establishment of a volunteer station, and they became alarmed. On the 15th ult. after several outbreaks had been committed on the operatives, and in a threatening manner demanded the removal of the camphor factory, and the withdrawal of the guard of volunteers. The volunteers, whose station was unfavourably situated, started preparations for withdrawal, when the aborigines opened fire, and fighting ensued. Fortunately all the camphor workers succeeded in getting away unhurt. Since then the tribesmen have continued to attack the line of guards, and fighting has been in progress almost daily.

The casualties of the police force and volunteers up to the date of the report were: one volunteer killed and one inspector (who has since died), two policemen, and two volunteers wounded. Two of the aborigines were seen to be killed, and it is believed that many others must have been killed or wounded.—*Japan Chronicle*.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... 395 s. 10/10-
National Banks... 39 10
Union Insurances... 735 s. and b.
China Traders... 75
Capitol Insurances... 335 s.
Hongkong Fire... 330
China Fire... 85 s.
H. C. & M. Steamboats... 27
Indo-China... 95
China Sugars... 244 s.
Luzons... 27 s.
Raub... 195 b.
Kowloon Wharfs... 102 1/2 s.
Farnham... 140
Hongkong Lands... 123 b.
West Point... 56 b.
Hongkong Hotel... 147 b.
Humphreys... 12 1/2 s.
Ewo Cottons... 715 s.
Hongkong Cottons... 515 s.
Green Island Cements... 28
Waterbores... 11 1/2 s.
A. S. Watsons... 13 1/2 s.

YARN MARKET.

In their report, dated 11th instant, Messrs. Cawsey, Pallanjee and Co. write:—Our last report was dated the 28th ultimo per a.s. *Chusan* since when in consequence of comparatively lower prices ruling in the country dealers have not only kept aloof from the market but have tried hard to unload their holdings amongst themselves at one to two dollars under market rates. This weakness on their part have greatly alarmed importers who are becoming anxious sellers and willing to submit to still greater concession if any large quantity can be placed, but no business of any consequence can be induced, as we close quiet and depressed. No. 65 and No. 85, in the case of altered prices. No. 104 and No. 125, at a reduction of \$1 to \$2 per bale, a moderate business has been put through in these counts. No. 165, in very small inquiry. No. 202, very limited sales have been effected at a discount of 50 cents per bale. Sales during the past fortnight comprise of about 25 bales No. 65; 25 bales No. 85; 25 bales No. 104; 750 bales No. 125; 200 bales No. 165; in all about 2,350 bales. Arrivals per steamers *Namang, Capri, Banca, A. Apcar and Bengal* of about 19,057 bales. Shipment to Shanghai and Northern Ports about 6,000 bales. The unsold stock is estimated at about 50,000 bales.

Local Yarn.—No business reported. Japanese Yarn.—A sale of 300 bales No. 165, at \$138 is the only business of the fortnight, the market being bare of stock.

Exchange.—We quote to-day on India at Rs. 14 1/2 per cent. London at 10 to 11 1/2d = \$

Advices from Shanghai, dated the 5th inst., state:—Business reported:—Shanghai and Hongkong Wharves at Tls. 197 cash, at Tls. 204 for Sept., at Tls. 205/204/206 for Oct., at Tls. 208 for Dec. Indo-Chinas at Tls. 70 for Dec. Farnham, Boyds at Tls. 143 for August. Business reported direct:—Shanghai and Hongkong Wharves at Tls. 203/205 for Sept., at Tls. 204 for October, at Tls. 205/206/207 for Dec. Indo-Chinas at Tls. 66 for August, at Tls. 68 for Oct., and at Tls. 70 for Dec. Farnham, Boyds at Tls. 149/148 for Dec. Wei-haiwei Golds at \$10.

SHANGHAI FREIGHT.

Messrs. Wheelock & Co. writing on 3rd inst., state:—Our homeward freight market remains in much the same state as at last writing, although there are indications that cargo should be coming forward more plentifully in the not far distant future.

Coastwise.—It was only to be expected there is no improvement to report on the coast. It is absolutely no outlet visible for all the superfluous tonnage now in Eastern waters—we are afraid owners will soon have to consider seriously the advisability of ordering some of it home again, unless things take an unexpected turn for the better.

COAL.

In their coal market report dated from Shanghai, on 3rd inst., Messrs. Wheelock and Co. state:—

Coal, Japan.—The quantity of good cargo is very small, in fact the total stocks are far below normal. The market is firm for good quality, but for the common stuff the reports from Japan are conflicting, one of which is that the principal mines are flooded and the output reduced more than one half; while, on the other hand, large stocks are reported as being at the mines but, with the scarcity of rolling stock, the movement to tide-water is very slow.

The stocks at ports of shipment cannot be large, otherwise there would be a demand for tonnage which for the moment does not exist.

Cardiff.—With a very large stock and limited demand the market is stagnant. Stock being in few hands, however, keeps prices fairly steady.

RAUB GOLD MINING.

The mine measurements and assay results of prospecting work show a total of 325 ft. for the period (4 weeks) under review, made up of 90 ft. driving, and 235 ft. crosscutting, as against 381 ft. for the previous month.

BUKIT KOMAN MINE.

The shaft has been fitted with all necessary station timber at the 440 ft. level, and the skip road fixed to the 340 ft. level in readiness for the new electric hoist which is now in course of erection.

440 ft. Level, Main Crosscut East.—This has been extended 6 ft. bringing the total to 77 ft. A further 48 ft. of lode has been passed through, making the full width at this point 102 ins., the last portion is low grade.

Driving in the north end has been extended to 14 ft. and in the south to 15 ft. The lode averages 50 in. wide, and assays from 1 to 8 dwt. per ton, averaging 4 1/2 dwt.

340 ft. Level, Drive North.—Here 31 ft. has been driven, bringing the total to 523 ft. The end has carried lode matter only with an abundance of calcite carrying only traces of gold.

340 ft. Level, Drive South.—This has been advanced 15 ft. making the total 387 ft. The lode matter that we have been driving on for some time has disappeared. The course of the drive is now changed to the east.

240 ft. Level, Drive South.—This has been re-started and extended 5 ft. bringing the total to 638 ft. south of the shaft. The lode 100 in. wide, assays 5 dwt.

40 ft. Level South.—Extension of main cross-cut East.—Here 46 ft. has been traversed, making a total of 442 ft.

Cross-cutting for Stope filling: 147 ft.—The following stopes have been yielding ore for milling.

Above the 340 ft. Level, 2 Stopes; Lode 100 ins. wide, and worth 4 dwt.

Above the 243 ft. Level, 3 Stopes; Lode 60 ins. wide, and worth 6 dwt.

Above the 140 ft. Level, 1 Stope; Lode 82 ins. wide and worth 3 dwt.

A 15 horse power boiler, hoisting engine, with pumping gear has been put into position and a hoist raised. The electric sinking pump has been removed, and is substituted by a 9 ft. Cornish drawing lift.

This machinery was got to work on the 10th and the mine is again dry. After cleaning up the shaft, sinking will be commenced at once.

From the surface 497 tons of stone have been sent to the mill, worth 4 dwt per ton.

BUKIT MALACCA.

No. 1 Level Crosscut West.—This has been advanced 22 ft. bringing the total to 56 ft.

No. 2 Level South Drive.—Here 17 ft. has been driven making a total of 147 ft. The lode 62 in. wide, assays 5 dwt. is a highly mineralized quartz body. The stope in the back of this level carries a lode 72 in. wide, worth 5 dwt. 119 tons have been broken and sent to Komau for treatment, producing 29055. smelted gold, equal to 4.97 dwt. per ton.

The Huntingdon mills have been idle during the month awaiting renewals. The main boiler has been retubed, and machinery overhauled.

MILLING RETURNS.

Bt. Komau.—Stamps working 40. Period of working 28 days, less 34 hours for repairs and clean up.

Ore Mine.—Bukit Komau 2,860 tons.

Stope Mine 491 "

Total 3,351 tons.

Amalgam Yield.—1,395 lbs. Producing 457.7 ozs. smelted gold.

Average value of tailings, 1.08 dwt. per ton.

Average yield 273.

W. H. MARTIN, General Manager.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 11/16

Do. demand 1/11 1/16

Do. 4 months' sight 1/10 1/16

France—Bank T.T. 2/3 1/2

América—Bank T.T. 46

Germany—Bank T.T. 1/9 1/2

India T.T. 1/11 1/2

Do. demand 1/11 1/2

Shanghai—Bank T.T. 7 1/2

Singapore T.T. 8 1/2

Japan—Bank T.T. 9 1/2

Java—Bank T.T. 13 1/2

4 months' sight L/C 1/11 1/2

6 months' sight L/C 1/11 1/2

30 days' sight San Francisco & New York 40 1/2

4 months' sight do. 47 1/2

30 days' sight Sydney and Melbourne 1/11 1/2

4 months' sight France 2 1/2

6 months' sight 2 1/2

4 months' sight Germany 1/8

Bar Silver 27 1/2

Bank of England rate 24 1/2

Sovereign 10/53

PIPING QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,170/1,200

Old 1,250/1,270

Older 1,300/1,350

Oldest 1,400

Patna New 1,145

Old 1,112

Bengal New 1,067

Old 1,000

Persian (Patna) 780/810

LOCAL AND GENERAL.

The death is announced of Mr. Kawabe, a well-known painter of Tokio.

The party with Secretary Taft consists of eighty-one persons, including seven Senators and twenty-six Representatives.

When peace comes there is to be a general post among the Japanese Ministers abroad, and two or three will become Ambassadors.

THE *Mainichi* states that Captain Bougoin, who is now at his villa at Hayama, will shortly return to France. He is engaged in disposing of his goods.

LIEUTENANT F. C. Chandler, Inspector of Army Schools, will proceed to Colombo en route for Mauritius on the 12th instant on inspection duty.

ADMIRAL Noel, K.C.M.G., Commander of the British Squadron on the China Station, arrived in Seoul with his family on the 21st ultimo from Wei-hai-wei.

DR. John Donald of Penang has been bitten by his own dog, which has now developed rabies. The Doctor has proceeded to Saigon for treatment at the Pasteur Institute.

ADMIRAL Sha, commanding the Peiyang squadron, has been appointed to succeed the late Admiral Yeh Chu-kuei, as Chief Controller of the Government dockyard at the Kiangnan Arsenal.

A TOKIO wire of 2nd inst., to the *N. C. D. News*, says that there has been heavy rain with inundations in north-eastern Korea. All the Russian pontoons on the Tumen have been carried away.

THE *P. & T. Times* says that the Tientsin mint is about to coin 100-cash pieces. The coin itself is a cylinder two inches in length, rather an inconvenient substitute for a 10-cent piece.

The following appointment has been made at the Admiralty:—Captain—H. P. Williams, as the *Tamor*, as commodore and class, and as naval officer in charge at Hongkong, to date 17th ult.

THE *Navy League Journal* for July reproduces an excellent portrait of Rear-Admiral C. G. Robinson, commanding the reserve division at Davenport and recently the commodore on the China station.

The landing of the Dutch force at Badju was successfully accomplished after a fierce resistance from heavy ramparts. The enemy fled, leaving 256 dead; the Dutch had three killed and twenty-six wounded.

WAT SING, a passenger by the s.s. *Manchuria*, was charged before Mr. Orme with being in possession of a sword stick without a licence from the Captain Superintendent of Police. He was fined \$5 and the weapon confiscated.

We understand that the Rev. T. W. Pearce has gone to Paitaito to take part in the deliberations of a committee formed for the purpose of revising the Chinese New Testament. He will be absent from the Colony for about three months.

Mr. Sandow has been reluctantly compelled to prematurely terminate his engagement at the Shanghai Theatre. He will not give any further performance at the Lyceum, but will leave for England direct with his company by the next German Mail.

Writing from Manila on 28th ult., Messrs. Wm. G. Hale & Co. state that their rice market closes dull and in the absence of any real demand, millers, in order to keep on their mills running, are cutting down their mill hire to secure business. As for the price of paddy, it has not given way.

A PARTY of local shipping men were to leave Shanghai on 9th inst. for Saigon. They are to form the navigating and engineering staff of the old M.M. s.s. *Eridan*, which has been purchased by local buyers, and which, on arrival here, is to be broken up. If found to be unfitted for the Far Eastern trade.

At the Sanitary Board meeting on Tuesday the Sanitary Surveyor submitted his report for the second quarter of 1905. This showed that the drains of 186 houses were attended to and put in order during that period and that 116 choked drains on private property were cleaned, and repaired. Mr. A. Rumjahn, in a minute, pointed out a nuisance from drains in Leighton Hill Road, and asked what steps were being taken to remove it.

It is stated in the Japanese press that the Canadian Pacific Railway Company has arranged to construct three passenger steamers of 14,000 to 15,000 tons gross each, for the company's steamship service between Hongkong and Vancouver. When these vessels are completed and placed in that service, the *Empress of India*, the *Empress of China*, and the *Empress of Japan* will, it is added, be transferred to the Australian service.

On the 10th July we stated on the authority of a naval correspondent that an intimation had been received in the Colony to the effect that Commodore Dicken, R.N., had been promoted to the rank of Rear-Admiral. We pointed out that although no official confirmation had been received, the accuracy of the report was not doubted. We now understand that the official intimation of his promotion was received by Rear-Admiral Dicken towards the close of last week.

THE Inspector-General of I. M. Customs has issued a new regulation to ensure better control over steam launches running between ports and inland cities.—Those in charge of steam launches found guilty of towing boats exceeding the number settled by regulation, or containing an excess of passengers, shall in future be fined Tls. 500 each time, and if through towing such boats any accident, followed by loss of life, occur, those in charge of the steam launches will be severely punished.

The death is announced of Mrs. Moses, the wife of Mr. S. M. Moses, partner in Messrs. David Sassoon and Company, Limited, which has taken place at her residence, Gibbs House, Malabar Hill, Bombay. Mrs. Moses, who died at an early age of 43, was the daughter of the late Mr. E. J. Abraham and the granddaughter of the late Sir Albert Sassoon, Bart. She was married to Mr. Moses in 1880 and they had only one son and heir, who is at present a graduate of the Bombay University.

THE action in which the Sam Choy Brick and Tile Company sue the Wing Wo Company for \$377.92 being the balance due for goods sold and delivered—previously, before the Court—again came up for hearing on Tuesday. His Honour Mr. A. G. Wise, Puisne Judge, on the bench. The question now before the Court related to the hearing upon the case of a judgment delivered some years ago in an action between the same parties. It was decided to continue the case until Friday, in order that the solicitors might look into the accounts.

MR. Acting-Consul Hughes, in his report on 1904, states that the commercial area of Pakhoi now is practically restricted to the prefectures of Kachow and Lienchow and the department of Yu-lin in Kwangsi. The free port of Kungchow continues to divert part of the trade of the Kachow district. Last year saw some improvement in other respects. The Kwangsi rebels were suppressed, and piracy and brigandage in this part of the province have been checked to some extent

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lousius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 tons, Captain C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 5 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
Canton to Tak Hing, Single \$12.50. Return \$21.00.
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

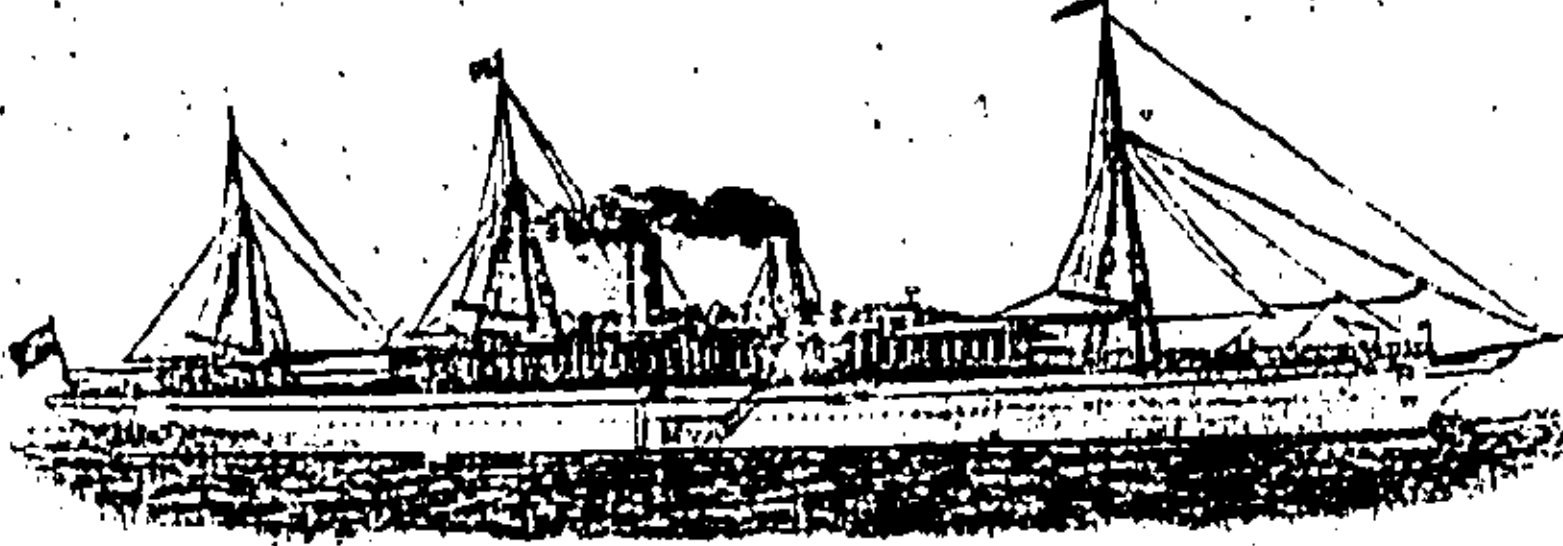
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 7 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	3,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, Hongkong, 9th August, 1905. Corner Peddar Street and Praya, opposite Blake Pier. 10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th August.
LIBERIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th Sept.
RHENANIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th Sept.
SCANDIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.
SILESIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October.
SLAVONIA	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.
VANDALIA	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	about beginning of Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Fully qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1, Onan's Buildings.

Hongkong, 10th August, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 5 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY, 17th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REINHOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 17th day of August, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 15th August, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 16th August, and will be received at the Agency's Office until NOON, on WEDNESDAY, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 2 c. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Linen can be washed on board.

SAILING OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	TUESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 16th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 30th August.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 11th August, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SUNDAY EXCEPTED). THE ROUND TRIP OCCUPIES 35 HOURS.
THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip £12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
THE steamers sail from HONGKONG to SAMSHUI, SHUIHUI, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip £30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) in which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system of the body. It is the result of overwork, of too much worry, of too much excitement, of too much strain, of too much nervousness, of too much depression, of too much loss of energy for all the ordinary affairs of life. Now, what does it do? It makes you feel tired, it makes you feel weak, it makes you feel nervous, it makes you feel depressed, it makes you feel lost, it makes you feel that you are not yourself. It is a terrible condition, and it is a terrible disease. It is a condition which is not only a source of suffering, but it is a source of danger. It is a condition which is not only a source of suffering, but it is a source of danger. It is a condition which is not only a source of suffering, but it is a source of danger.

VITAL STRENGTH & ENERGY.

To throw off these terrible feelings, and restore your vitality, you must take a course of the celebrated life-reviving tonic.

THERAPION No. 3.

than by any other known combination. It is the only tonic which is not only a source of strength, but it is a source of energy. It is the only tonic which is not only a source of strength, but it is a source of energy. It is the only tonic which is not only a source of strength, but it is a source of energy.

THE EXPIRING LAMP OF LIFE.

Lighted up fresh, it is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality.

THERAPION.

It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

A WONDERFUL DISCOVERY.

This is the story of research and experiment, when all nature is open, it is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality.

THE FAMOUS "MAD" RAZOR.

It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality.

THIS DWARF RAZOR HAS SUPERSEDED.

the old-fashioned clumsy razor and by its use shaving becomes a pleasure. It is a source of strength, it is a source of energy, it is a source of vitality. It is a source of strength, it is a source of energy, it is a source of vitality.

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Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. D. O. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

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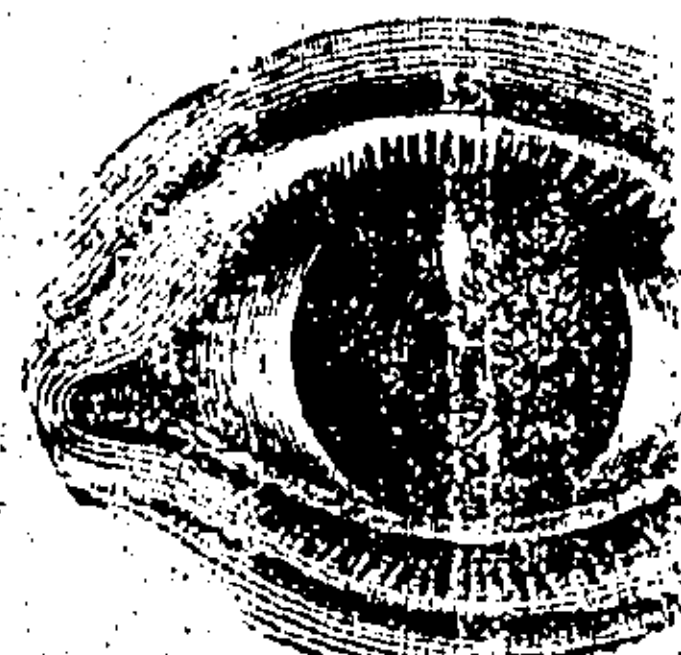
ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905.

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EYES

RIGHT!



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WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
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21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
Hongkong, 24th March, 1904.

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THE HONGKONG ICE COMPANY.

LTD., have now 10,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905.

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Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905.

[579]

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Hongkong, 15th September, 1905.

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MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11, QUEEN'S ROAD.

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Intimations.



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ITALIAN WINES

ASTI, MOSCATO,

BAROLO & BARBERA

FROM

G. LENTI,

ALESSANDRIA, PIEDMONT,

ALSO

TABLE CLARET IN CASKS.

Hongkong, 13th July, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On August 13th, at the Roman Catholic Cathedral, Hongkong, THOMAS CHARLES SWANBY, to NORA WYATT SIMMONS. 30 cards.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 12, 1905.

MOTHERS AND AMAHs.

Life in the East is such a bundle of contradictions at the best, that it is something in the nature of a capture to discover a theme, and a domestic theme at that, which attracts the attention of East and West alike. It has been discovered by an American lady in Manila that mothers in the Philippines—those who are in what may be termed fairly affluent circumstances—are woefully neglectful of their children. They leave the poor youngsters to the tender mercies of the amah, while they themselves spend their time galivanting from house to house in search of that fleeting shadow, pleasure. Nobody will deny the fact that a vast amount of responsibility is cast upon the amah. She is the foster-mother of the children under her charge. They come to look to her for guidance and support. It is to her that they confide their little troubles, and seek explanations of the strange things that come within their narrow horizon. If the amah is trustworthy, and undoubtedly in the majority of cases they are beyond reproach, the child grows up in an atmosphere created by the amah, varied with occasional glimpses of a land where all is milk and honey, and fine dresses and elegant manners form the chief features of the landscape. That the children born in the tropics, reared by amahs, and sent into the schoolroom with a hazy idea of what European life means, prove themselves capable of holding their own in the fight for mastery, speaks volumes for the care of the average amah. People come to the East who have never been accustomed to the eternal presence of servants when they live at home. Some have been brought up in households where servants were unknown, which is in no way derogatory to them. But once they come under the spell of the East, they accept the plethora of servants as a matter of course; and after a time find themselves incapable of doing a single thing for themselves. The "boy" must always be at their beck and call; he must be quite as ready to untie a shoelace or close a window as to prepare the matutinal cup or act as a celestial "James." When the children appear, they are consigned to the amah, who becomes as essential a part of the household as the cook herself. It is not suggested for a moment that the sojourners in Hongkong show any exceptional carelessness in the matter of looking after their children, but it can be asserted with every show of reason that far too much responsibility is thrust upon the amah. The children, instead of being part and parcel of the family life, gradually lose touch with their parents, and are a great deal more interested in the doings of the various nondescripts who hang around the house than in the comings and goings of their natural protectors. Children, in fact, are looked upon as a nuisance; a little petting, a few words of praise, much in the same way that one would pat a dog and say "Good boy," is the substance of the lord and master's recognition; while the chateleine of the house wearily cries—"Go to the amah; there's a dear," and with a perfunctory caress the interview is over. Amahs are only human, and with their charges in tow they congregate together to chatter and gossip the whole day long. The result of all this is that an English child can usually patter Chinese long before he knows half a dozen words of his mother tongue. As already observed, however, the amahs are on the whole a faithful and, for their class, an intelligent race, which is proved by the character of "the native born." When it falls out otherwise, then the deluge. The children, under these conditions, grow up in unrestricted licence of action. They learn things and see sights which should be hidden from them. Occasionally we hear of terrible cases in which children have been wronged for life. The miscreants are punished and the matter ends. But how many cases occur where wrong has been committed that never see the light of day? They are hushed

up, thrown with the other skeletons into the cupboard, and, if possible, forgotten. The cases that do gain a small publicity are mere ripples rising from a vasty deep. Who is to blame, in these circumstances, for the moral twist which is rooted in the character of these youngsters trained by callous nurses? Not the amahs, for after all they are only paid servants, who may have performed the absolute duties expected of them, but have failed to recognise that any responsibility devolved upon them in attempting to direct the mind of their charges. It is, therefore, the natural guardians of these future citizens of the State who have to be censured for their lack of interest in their offspring and their wanton neglect of their children's upbringing and education. The cry of the American mother in Manila that her sisters should devote their time and attention to the children who call them "mother" should echo throughout the East. It is a God-given duty bestowed upon them, and they will be sharply called to judgment if they betray their trust.

LOCAL AND GENERAL.

RULES for ferry licences in the New Territory are printed in the *Gazette*.

THE next Criminal Sessions of the Supreme Court will be held on Friday, the 18th inst., at 10 o'clock in the forenoon.

No dog brought from Shanghai will be permitted to land in this Colony for a period of six months, from the 11th inst.

An extract of meteorological observations made at the Hongkong Observatory during the month of July, is printed in the *Gazette*.

THE *Mainichi* publishes a Pekin telegram to the effect that the newly-established German-Chinese Bank was opened there on the 1st.

THE appointment of Mr. B. R. H. Taylor to act as Harbour Master, etc., during the absence on vacation leave of the Hon. Capt. L. A. W. Barnes-Lawrence, is notified in the *Gazette*.

WE hear that Messrs. William Powell, Ltd., have secured the contract for supplying a large portion of the furniture, etc., for the new premises being erected for the proprietors of the King Edward Hotel.

THE name of Isaiah Edward Mitchell, of the London Mission, Bonham Road, has been added to the register of medical and surgical practitioners qualified to practise medicine and surgery in the colony.

THE case in which Un Kam is charged with perjury was concluded before Mr. F. A. Barends this morning, the defendant being committed to take his trial at the next Criminal Sessions, bail being allowed as before.

THERE were 736 deaths registered in Hongkong during the month of June. Of this number 36 were in the European and foreign community, thus giving a death-rate, excluding the Army and Navy, of 25.5 per 1000, per annum.

A CHURCH parade of the Hongkong Volunteer Corps will be held in St. John's Cathedral, on Sunday, August 13th, at 11 a.m. The Venerable Archdeacon Banister will be the preacher. Seatholders who find their seats occupied by Volunteers are requested to apply to the Verger for seats elsewhere.

WE (the *China Times*) have very high authority for saying that no instructions have yet been given for the general abolition of likin, nor can news of so desirable a development be expected until steps have been taken to replace the likin dues, either by introducing the "Mackay" tariff or by otherwise rearranging the local and provincial taxation.

A SINGULAR discovery has just been made at Ashford, in Kent. An elderly man, who had for many years been employed as a travelling foreman by the South-Eastern and Chatham Railway Company, and had recently retired, lived with his daughter in a quiet street of the town. His mind becoming impaired, he was removed to the county asylum. When he had left his daughter proceeded to put his bedroom straight when to her surprise, he found that the bed was lined with sovereigns, the total amounting to £1,000. The money has been lodged in one of the local banks.

THERE are no signs, remarks the *Japan Mail* of any activity in Manchuria. Rain falls for three days consecutively and thereafter follow two days of sunshine, so that, just as the roads are recovering consistency, they are again reduced to pulp. The momentary move made recently by the Russians at Hallungching—the move which elicited such a remarkable report—did not, apparently, encourage them to any fresh advance. All is quiet. In spite of the unwholesome weather there is very little sickness among the Japanese troops, and out of every three men on the doctor's list, two are reliefs.

A TOKIO message to the *Mainichi* states that on account of the rainy season now in progress in Manchuria, the unsettled nature of the weather on the Saghalien coast, and the recent unfavourable weather conditions in Japan itself, His Majesty the Emperor has manifested much solicitude with regard to the warlike operations, and also concerning agricultural prospects and the sanitary condition of the Empire. His Majesty is consequently paying great attention to the reports from the central meteorological observatory. The Emperor recently ordered one of his Aides-de-camp to proceed to Formosa to make inquiries concerning the condition of that island.

THE circus opens at Causeway Bay this evening.

ANOTHER blank plague return was issued at noon to-day.

THE French mail of the 11th July was delivered in London on the 11th inst.

LOVERS of music should not lose sight of the fact that the Italian quartette give their performance at the City Hall this evening.

THREE barbers and the wife of one of them were charged with the theft of \$70 in money, \$70 worth of jewelry, and \$35 worth of clothing, the property of Ki Si of 263 Queen's Road West. Evidence of the arrest was given before Mr. Orme, who remanded the case for a week.

WITH reference to the paragraph which appeared in our issue of the 10th inst., Sapper (Nobby) A. Friih, Royal Engineers, writes that he will be pleased to fight (Nobby) Harris of the British *batue Past of Brander*, at the weight stated in the challenge, provided of course that the proprietors of Fitzgerald's Circus will offer a suitable purse.

A *Times* report recently made the plaintiff in a theatrical action say that her lines in *The Catch of the Season* were, "I'm a perfect wonder at hugging widowers, and I hardly ever lose a breach." Next morning it had to point out its error and give the correct quotation, "I'm a perfect wonder at spotting winners, and I hardly ever lose at bridge."

PROGRAMME of music to be performed by the Band of the 129th Baluchis, on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:
March: "Sweet Marie".....Carter.
Mazurka: "Lucerne".....Hume.
Dance: "Caprice".....Harrison.
Selection: "A Railway Girl".....Mackintosh.
Valse: "The Dancing Girl".....Coote.
Airs: "E. Caro".....Contorno.
God save the King.

H.E. THE Governor, Sir Matthew Nathan, K.C.M.G., was "at home" yesterday afternoon at Mountain Lodge, Peak. The rain which had threatened in the earlier part of the afternoon luckily held off, and some two hundred guests were present to pay their respects to His Excellency. Refreshments were served in marquees erected on the lawns. A very pleasant couple of hours were spent.

LAST night the bar-boy at the Praya East Hotel collected 20 cents from a customer as the price of a drink served, and put the money in his pocket and gave an account of it to his master, Mr. Oram, the proprietor of the hotel, who witnessed the transaction and sent for the police. Inspector Gould this morning charged the boy with the theft, and Mr. Orme sent him to 21 days' hard labour, with six hours' exposure in the stocks.

In 1901 Ng, Lo Tong, alias Ng Pong, was managing partner in a general business carried on at No. 122 Jervois Street, but one day he disappeared and shortly after \$6,800 of the firm's money was also missing. No trace of either the man or the money was discoverable from that time until yesterday, when the steamer arriving from Canton brought Tong, alias Pong. He was recognized by a detective and at once taken into custody. This morning Inspector Warnock placed the man before Mr. G. N. Orme and charged him with embezzlement. The case was remanded, and bail allowed in the sum of \$10,000.

THE first serious motor car accident in the Colony occurred last evening at the corner of Morrison Hill Road, when a boy sustained a fractured thigh. It appears that a motor car, driven by Mr. J. McCurdy, of Quarry Bay, was coming down Morrison Hill, and when near the monument Basil Thomas, the nine-year-old son of Mr. G. E. Thomas, ran across the road and was knocked down. Dr. Bell happened to be passing at the time, and upon examining the boy found that his thigh was fractured, and at once had him removed to the Government Civil Hospital where he was detained for treatment.

THE American in the corner of the non-smoking first-class carriage insisted upon lighting his cigar. The indignant Britisher in the other corner protested, and protested in vain. At the next station he hailed the guard, with hostile intent; but the placid American was too quick for him. "Guard," he drawled, "I think you'll find that this gentleman is travelling with a third-class ticket on him." Investigation proved him to be right, and the indignant Britisher was ejected. A spectator of the little scene asked the triumphant American how he knew about that ticket. "Waal," explained the imperturbable passenger, "it was sticking out of his pocket, and I saw it was the same colour as mine."

THE Japanese dinner given at the Savoy by the Japanese naval attaché, Captain Kawaki, in honour of Prince and Princess Arisuwaki, was one of the prettiest novelties in banquets that London has ever seen. The table itself was a beautiful piece of work. It was in the form of an eight, and through the middle ran a tiny river, in the centre being a lake (with goldfish in it) and a fountain near by. Tiny clumps of dwarf trees and little Japanese flower bushes were planted here and there. At each end were bronze temples of Buddha, and bronze bridges, with processions of elephants crossing over them, spanned the river. Valleys and hills were formed by bark and lichens, and at one end a miniature mountain, to remind the guests of their beloved Fuji-Yama, was erected. Tiny Japanese sunshades, lit up inside by little electric lights, completed a beautiful picture. So far was detail pushed in this scheme that little gravel paths could be seen winding their way along the table, on them being figures of men, liards, toads, etc., all of bronze. The whole of this landscape was raised in by a miniature bamboo fence, outside which the covers were laid for the guests.

WUCHOW NOTES.

THE OIL TRADE.

[From Our Own Correspondent.]

Wuchow, 12th August.
A month or six weeks ago there was not a little speculation among the small foreign community here as to the presence of a party of Germans who, in company with our harbour master, were busily engaged in taking soundings and making preliminary surveys on the pagoda side of the river. They stayed here for about ten days, and from what has since transpired it is evident that they were about to enter into negotiations for the purchase of the foreshore facing Wuchow. Messrs. Meyerink & Co., on behalf of a Dutch oil syndicate, have sent up Mr. Leask, an architect, of Messrs. Leigh and Orange, for the purpose of surveying and taking the disposition of the land across the river where, I believe, it is their intention to build either oil tanks or godowns. This land is the only suitable piece in Wuchow for that purpose, and I understand that it has already been bought by the German company. It stands at a level of about 68 feet above Zero point, and is flooded only when the river is at record height.

FACTORY FOR WUCHOW.
A movement is on foot for the establishment of a factory fitted with the latest machinery for manufacturing socks, singlets, and such articles of clothing as are imported in quantities into China. The factory would be situated at Wuchow, and women labour employed to a great extent.

EDUCATION.
Great efforts are being made to raise money for purposes of education in this province, and the purchasing of government land in and around Wuchow is being facilitated by the officials, in order to devote the proceeds to this purpose.

LIFE INSURANCE.
My Lind, representing the China Mutual Life Insurance, has been in the port for several days, and, as I believe, secured some very good risks on the lives of rich gentry in the surrounding district.

A SQUALL.
A very severe squall visited the port on Tuesday, doing considerable damage to verandahs and injuring most of the business pails. The house boat, occupied by Mr. Hugh Arthur, the well-known Hongkong cricketer, who now represents Messrs. Jardine, Matheson & Co., was upset. I understand that Mr. Arthur, who was aboard at the time, was buried beneath the wreckage for about five minutes, but managed to scramble out with his houseboy. He lost most of his belongings.

THE "SULLY."

ANOTHER ATTEMPT TO RE-FLOAT THE CRUISER.

As mentioned in our columns a few days since another attempt will be made to refloat the French cruiser *Sully* which went ashore on an uncharted rock in the Bay of Along in the early part of this year. The cofferdam sent down by the Hongkong and Whampoa Dock Company has been repaired and it is stated to be in excellent condition. The attempt will be made, provided the weather conditions are suitable, on Tuesday, the 15th inst., and it is hoped that success will crown the venture. The very fact that the *Sully* has remained on the rock for nearly six months without sustaining any material injury is a tribute to French workmanship in the shipbuilding line which should not be overlooked. So far as can be ascertained, the *Sully*, if refloated, could still be considered seaworthy, or at least, in a condition to negotiate the voyage to Hongkong. The *Sully*, as she at present lies, is in an almost land-locked bay so that the recent storms have made little if any difference in her position.

THE RIDER MAIN SYSTEM.

The water supply will now be controlled by means of rider mains in the district bounded as follows:—By a line commencing at the intersection of Holland Street and Praya, Kennedy Town; thence proceeding northwards along the Praya and Des Voeux Road West to its intersection with Connaught Road West; thence along Connaught Road West to its intersection with Sutherland Street; thence along Sutherland Street in its intersection with Ko Shing Street; thence along Ko Shing Street to its intersection with Li Sing Street; thence along Li Sing Street to its intersection with Queen's Road West; thence along Queen's Road West to its intersection with Kwong Fung Lane; thence along Kwong Fung Lane to its intersection with Third Street; thence along Third Street to its intersection with Pokfulam Road; thence along Pokfulam Road to its intersection with Hill Road; thence along Hill Road to its intersection with South Lane; thence along South Lane to its intersection with the boundary line of War Department Land; thence along the northern boundary line of War Department Land produced until it intersects Belcher's Street; thence along Belcher's Street to its intersection with Holland Street; thence along Holland Street to its point of commencement. A number of tenements, specified in the *Gazette*, shall also be deemed to be included within the district.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 12th at 11.55 a.m. The barometer has risen over China and Japan, and fallen slightly in Luzon.

There are still indications of the existence of a low pressure area in the Pacific to the E. of Luzon.

Pressure is high over Japan.

Moderate SE to NE winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast.—Light to moderate SE, and E winds; showery.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

AMERICA AND THE BOYCOTT.

CHINESE GOVERNMENT TO BE HELD RESPONSIBLE.

[From Our Own Correspondent.]

Shanghai, 12th August, 12.20 p.m.

The Hon. W. W. Rockhill, United States Minister to China, has been instructed to inform the Waiwupu that America will hold China responsible for any infractions, that may occur of Article XV. of the Treaty of 1858, in connection with the boycott of American goods by the Chinese.

[Article XV of the Treaty between the United States of America and China reads as follows:—"At each of the ports open to commerce, citizens of the United States shall be permitted to import from abroad, and sell, purchase, and export all merchandise of which the importation or exportation is not prohibited by the laws of the Empire. The tariff of duties to be paid by the citizens of the United States, on the export and import of goods from and to China, shall be the same as was agreed upon at the Treaty of Wanghia, except so far as it may be modified by treaties with other nations, it being expressly agreed that citizens of the United States shall never pay higher duties than those paid by the most favoured nation."—Ed. H.K.T.]

JAPANESE STILL VICTORIOUS.

[From Our Own Correspondent.]

Shanghai, 12th August, 10.20 p.m.

The Japanese army occupied Gun-aicha on the 11th inst.

The Russians surrendered.

A BOYCOTT TRAGEDY.

MERCHANT SHOT AT WUCHOW.

One of the first tragedies among the natives of the West River ports in connection with the boycott movement has just been reported, and from the facts related to us it would seem that the merchants of Wuchow will be among the strongest supporters of the agitation. It is stated that early in the week, See Kee Cheung, a well known merchant having extensive business dealings in Wuchow, arrived at the port with a thousand bags of flour which had been consigned to him from America. He was desirous of landing the cargo and storing it in his godowns, and engaged a number of coolies to carry out the work. One of them noticed that the flour was from America and pointed this out to See, at the same time remarking that it could not be removed. The merchant assured him that all would be well, and that he was in a position to undertake that no trouble would be occasioned. This statement appears to have roused the coolies' anger for with some such remark as "You can; can you?" he whipped out a revolver and shot the merchant dead. Such is the story related to us by a gentleman who has received a communication on the subject from Wuchow, and which moreover has since been corroborated in the more important facts.

Mr. A. T. M. Johnson, a retired civil official of Australia, claims to have invented a system of secret wireless telephony. Its main features are steel reeds tuned in unison or octave to the voice of the person who is speaking. It is necessary to have a special reed prepared for each person, as human voices vary greatly in vibration. A man sending a message speaks it into a microphone in the ordinary way. The microphone is placed in circuit with a large Runkhoff coil, and, without the aid of a transmitting wire, the vibrations of the wire are reproduced on the record at the receiving end. Mr. Johnson states that this method of telephony has been tried successfully over the space of half a mile. By an adaptation of the same invention, Mr. Johnson says he can ensure the secrecy of wireless telegrams. Tuned steel reeds are used and a secret bell, which only rings when a message emanating from a proper transmitter is received.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Eastern*) 13th inst.
Canadian (*Empress of India*) 15th inst.
German (*Prinzess*) 16th inst.
Indian (*Kunians*) 16th inst.
German (*Prinz Heinrich*) 16th inst.
Australian (*Changsha*) 19th inst.
Canadian (*Tartar*) 30th inst.

The P. & O. S. N. Co.'s s.s. *Ceylon* left Singapore for this port on 11th inst., at 6 a.m.

The Java-China-Japan Line s.s. *Tjismah* left Macassar for this port on 11th inst., and may be expected here on 19th inst.

The C. P. & R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 8.30 a.m., on 10th inst., and left again at 5 p.m., same day for Shanghai, where she was due to arrive at 8 a.m., on 12th inst.

The Silk ex R.M.S. s.s. *Empress of Japan* which left Hongkong on the 12th ult., and Yokohama on 22nd ult., arrived in New York on 9th inst., thus making a transit of 28 days from Hongkong and 18 days from Yokohama.

TELEGRAMS.

[Reuters.]

The Peace Conference.

LONDON, 10th August.
It has been arranged that the Envoys will sit for three hours in the mornings and two and a half in the afternoons, daily.
THE PROSPECTS OF PEACE.

Later.

The conviction is gaining ground that the peace negotiations will fail on the question of indemnity, upon which it is believed the Russian plenipotentiaries admit of no concession. Baron Komura has handed the Japanese terms in writing to M. de Witte, and the Russian plenipotentiaries will now study the question and answer in writing as soon as possible; in the meantime the conference is adjourned.

The Viceroyalty of India.

Vague rumours are current that Lord Curzon is about to resign.

The Visit of the French Fleet.

Later.

Admiral Caillaud and eighty French officers landed at the Guildhall yesterday. There was remarkable enthusiasm in the streets.

The Admiral and officers afterwards dined with Lord Lansdowne.

NINE ARMIES IN THE FIELD.

THE HUGE EXTENT OF THE JAPANESE OPERATIONS.

The *Japan Mail* has some very interesting comments on an article in the *Yomiuri* which urges the immediate despatch of an expedition to seize the coast of the Maritime Province, on the ground that its occupation would deprive Russia of everything resembling a naval base in the Far East and would thus make essentially for permanent peace. These urgings, remarks our Yokohama contemporary, suggest the *Yomiuri* regards over-sea expeditions with undue levity. The Japanese Authorities have shown themselves excellent organizers but there is a limit to their capacity and to the elasticity of their resources. Just think what they have already on their hands. They have the provisioning and support of an immense army in Manchuria—five armies for the matter of that, each commanding an independent transport service. They have the provisioning and support of what may be called an army of occupation under General Hasegawa in Korea. They have the provisioning and support of an army of unknown but certainly large dimensions on the south of the Tumen. They have the provisioning and support of an army in the south of Saghalien. And they have the provisioning and support of an army in the north of Saghalien. Nine armies in all, every one of them beyond the sea. The fact is quite stupendous. We have never read of anything similar in history, and when we find journalistic suggestions that yet another army should be sent out, we wonder whether the civilian mind grasps the huge dimensions of the task already undertaken by Japan. It is for Russia a most striking object lesson. Her statesmen imagined that they had fully gauged the length of Japan's arm in 1903, and that it was not by any means long enough to reach Russia humbly. But Japan is proving to be a kind of military Bureaucracy Judging from the wise caution with which she conducts all her wartime operations we do not entertain any fear lest, to use a vulgar phrase, she should "bite off more than she can swallow," but there is ample food for reflection in what she has already done and is doing.

ASCENTS OF FUJIYAMA.

HOLD FOREIGNERS FROM KOBE AND YOKOHAMA.

It is still early in the season for ascending Fuji-san, but already three foreign residents, we learn from the *Japan Mail*, have accomplished the feat, one coming from Kobe the other two from Yokohama. The Yokohama pair left Hiranuma station by the 10.58 p.m. train last Friday and arrived at Gotemba at 2.10 a.m. At that unearthly hour of the morning the adventurers chartered horses and set out at once via Tarobu, the "front way" up the hill. At No. 24 station they alighted for breakfast and left there at 8 a.m., walking to No. 6 station, where they arrived at 11.30 a.m. The demands of nature were here assuaged by tiffin and thus fortified they began the last stage of the climb at 12.10 p.m., arriving at the summit of Fuji at 3.37 o'clock. Owing to the early date of their climb the huts on this side of the mountain were still closed, so they walked over to the Subashiri side, finding shelter at 4 o'clock. Dinner was next discussed and they soon turned in under futon and straw mats to keep out the piercing cold, 50° Fahr. Before sunrise they were astir and were rewarded by a beautiful view, the skies being clear of all fog and mist. At 6 o'clock they started for a walk round the crater itself, which was thoroughly explored. On reascending they continued their walk along the outer edge by Oyashirazu, the path eventually taking them back to the huts by 9 a.m. They were now quite ready for breakfast and this breakfast and the ascent of the mountain began at 10.10 a.m. Incidentally we (*Japan Mail*) might remark that these mountaineers were never severely attacked by pains of hunger, the lightest of meals sufficed them at every stage. Subashiri was reached at 1.40 p.m. and full justice was done to the tiffin provided by mine host of the Yoneyama hotel. Then the train was taken to Gotemba, where the railway train was boarded, and Yokohama was reached at 8.22 o'clock on Sunday evening. The cost of the trip worked out at 12 yen each. The climbers were very fortunate in their weather. So far this season, says the hunkeeper at the top, every day has been rainy and stormy, but Saturday and Sunday were absolutely perfect, clear right to the horizon. The mountain paths are still bad and the hunkeeper has not yet got their summer supplies, but otherwise there is nothing to grumble at.

MACAO EARTHQUAKES.

NINE HOURS' CONTINUOUS SHOCKS.

PEOPLE AFFRIGHTED LIVE IN THE AVENIDA ALL NIGHT.

[From Our Own Correspondent.]

Macao, 12th August.
Macao during the past night has passed through one of the most exciting experiences in the recent history of the Colony. From nine o'clock last night until six o'clock this morning earthquakes shook the city. Two shocks were so severe that the houses were distinctly felt to shiver. The people have lived in the open since the first tremors were felt; and the greatest alarm prevails.

In the early part of this week the Chinese seers prophesied that Macao was doomed, and suggested that those who could afford it should leave the Colony until the 12th was past. The eclipse was considered to be a certain indication that these prognostications were right, but there was the primary difficulty of securing their property should the "fortune" prove wrong. People in Macao went to bed—those at least who even pretended to disdain the warnings of the prophets—with considerable fear and trembling.

About nine o'clock a sharp earthquake shock was felt. It seemed as if the prophesies were correct, and the people, already flustered, made up their minds that if they remained in their houses the worst might befall them. At 9.5 p.m. a prolonged disturbance occurred, with the result that the people, frightened and distraught, ran into the streets.

Apparently few had gone to bed at that hour. Men, women, and children, principally Chinese, crowded into the open. They were ready dressed for untoward events. Each succeeding minute meant a slight tremor, and the common people, thoroughly terrified, and remembering the warnings of their leaders, felt that the end of the world was at hand. With one accord they made tracks for the Avenida—the new public gardens—which is clear from obstructions and buildings.

While the Chinese workers were in this state of alarm, the educated classes of the Chinese and Portuguese were quietly making arrangements to leave their houses in order that they might encounter the danger in the open air. Children were dressed and made ready for immediate departure from the houses; and the scene on some of the principal streets showed a most heterogeneous gathering assembled. The walk to the Avenida resembled a "meeting more than anything else. Nearly everybody who could leave his property followed the trail to the gardens. The sensible inhabitants of Macao, while they were infected by the common alarm, were prepared to evacuate their houses at a moment's notice. All this time the earth was trembling with renewed shocks, although none of these was of a severe character.

Shortly after midnight a long, quivering movement of the ground heralded the worst earthquake of the night. It may have been that the highly-strung nerves of the people gave additional significance to the shock, but of this all are agreed—it was the worst yet experienced since the series of seismic disturbances began. Naturally the crowd on the Avenida, subject to every passing thought-wave, reached the height of its fear, but the convulsion passed, to be succeeded, however, by minor tremblings which by no means served to allay the excitement.

In private houses, which swayed with the quaking, there was alarm and a futile attempt to maintain peace. Had there been a vessel leaving Macao at that time for any port in the world she would have been crammed to her utmost capacity. People talked about "escaping to Hongkong" instead of proceeding thither. Not a soul slept in Macao last night. The crowd in the gardens, becoming accustomed to the unusual tremors, which were now slight though continuous, wandered back to their homes; and as an evidence of the fear inspired by the strange disturbances it is not recorded that any acts of theft or burglary took place while the people were congregated on the Avenida.

At dawn this morning, all those who could afford to leave their goods in safe hands were to be found on the pier awaiting the departure of the vessels for Hongkong. Each steamer that left Macao was crowded with passengers. "If the Chinese merchants of Macao," said one traveller, "had found means to safeguard their property during their absence there would scarcely have been sufficient boats even in Hongkong to carry the people away from Macao."

The quiverings ceased shortly after dawn, but the greatest excitement and alarm still prevail.

No news has been received from the hot springs some twenty miles away, but it is believed that Macao having been visited by the earthquakes, the springs will show clear evidence of the strength of the shocks.

So far, the reports show that no lives have been lost, although many buildings have been damaged.

SHIPPING JETISAN.

Uncle Sam's big freighting transport *Dix* arrived at Honolulu recently after quite an exciting experience, and one that is considered never to have happened to a steamer in the Pacific before. When two days out from Nagasaki, the big vessel ran foul of a sleeping whale near the surface of the water. The huge animal was evidently perfectly unconscious of the approach of danger, for the *Dix* crashed into its enormous bulk. The whale slid clear under the ship, getting mixed up with the propeller and stopping the engines for at least a minute. The whale was evidently not hurt, but during the first contact for the sea for quite a distance around was covered with blood. After it had become disengaged from the propeller it leaped high out of the water, towering far above the superstructure of the transport. It then sank and is believed to have been killed. The officers of the ship estimated that the monster was at least seventy-five feet in length. The transport was not damaged.

THE VERNACULAR PRESS OF SOUTH CHINA.

The Canton correspondent of the *N. C. D. News* contributes the following interesting article to our Shanghai contemporary—

Max O'Fall, in his bantering manner, used to say that readers were furiously eager to seize the morning and evening papers, but always flung them aside after a rapid glance over their contents with the sarcastic remark "nothing in them again." Another Frenchman, more illustrious still, said "four hostile newspapers were more to be feared than a thousand bayonets." He affirmed in his day: "We fight for ideas and newspapers are our fortresses." On the other hand, a still more renowned German exclaimed: "We really gain nothing from such interests as occupy the newspapers." Amidst such conflicting judgments as to the value of the Press, we are thrown back on our own personal knowledge; and must decide for ourselves on such data as have come under our own observation. The native Press of China, at least of the South of China, has grown up within the last twenty years. We remember when editors were harassed and their offices confiscated, if they published anything, less harmless, and more interesting than the *Peking Gazette*. It may be confessed that the Hongkong native Press, whose roots struck deep in the island, but whose branches spread out over the Kwantung province, had much to do with the present vigour of the native newspapers here. When complaints were made to the Hongkong officials by the Canton mandarins, that government matters, hitherto so sacred, were handled with a rough irreverence, they got little comfort and less assistance. Freedom of the Press was the rule in the colonies of Great Britain; Hongkong was a colony; therefore the editors could not be coerced. The consequence was that the mandarins, seeing that they were helpless, submitted to the inevitable. After a time, when nothing very serious happened, either to their revenues or to their harems, and in those days they did not seriously care for very much beyond those two absorbing interests, they ceased to be so obviously anxious, and so a native Press developed not only in Hongkong but in the city of Canton, which today is no small industry, and no unimportant factor in the life of the great city. The native Press attempts to reach the ideal of what a newspaper should be, which is, we take it, to collect and then distribute reliable and valuable information which its readers value; and further to guide and foster public opinion, even though it may not always be able *de novo* to create it. A glance at a characteristic Chinese newspaper will show that this object is not forgotten by the native editor, and that sometimes he comes very near to realising it. A striking example of the influence exercised by the native Press is furnished in the present ferment over the boycott of American manufactures. The Canton Press has entered into the fray in a spirit of genuine enthusiasm, and has done much to foment the agitation. We are not now careful to pronounce an opinion on the wisdom of the "Anti-American-Commodity League"; still less are we inclined to forecast the fruits of the agitation. What is abundantly evident is that the native Press has from the first proved itself eager to foment the movement, and encourage the leaders. The decisions arrived at by the Committees at Tientsin, and Shanghai, and Amoy, and Singapore, have been published, commented on, and belauded here. The apparent unwillingness of the merchants at Wuchow to join hands with their fellow-countrymen, was discussed with such scorn that they were fain wishful to reconsider their position. Moreover, not only do the residents of the greater cities enjoy the privilege of knowing what is transpiring in the other great cities of China, but inland towns and country villages now command the same advantages. The Canton papers are carried throughout the towns of this province, under the direction of a well-ordered news agency, by means of the steam-launches which ply the waterways of the south, so that everywhere it is easy to insure an approximate punctuality without much difficulty. Probably never before in the history of the world has it been found that a powerful Press has come into existence, commanding a large number of readers, and considerable facilities for a punctual distribution, within a brief space of time. The history of the genesis and development of the vernacular Press in Germany, France, and England in the 17th century will offer no parallel, for obvious reasons. One characteristic of the native Press cannot escape notice. The editors lash out on the corrupt government, and at particular officials, in a way that excites astonishment. The bitterness of the attack on Yuan Jih-kai, during the past fortnight, because he has ventured to lift a waning voice against the bitterness of the agitation of the boycott, has recently come under my notice. The *Daily News* of England does not search the dictionary to discover euphemistic diction whereby to describe the actions of Mr. Balfour, but its language is that of a guarded diplomacy, compared with what Chinese editors use when they denounce what they regard as unparliamentary. That such vituperative language is always effective we doubt. In fact doses of abuse are like doses of poison. It is true that much poison may be absorbed into the system with impunity, if the emporicist begins with little, and gradually increases the dose. So many a body of men absorb a considerable amount of abuse, with indifference, after they have become accustomed to it. One of the greatest gains to China, which the vernacular Press has placed within her grasp, is a general knowledge of the history of the times. By this she has learnt what she already humbled her pride. She assimilates ideas by which she may correct her faults. She will be put into possession of ideals by which she may make good her limitations. The recent agitation over the torture of prisoners in order to extract evidence, would have been impossible without the native Press. The *Canton Times* published four leaders on the subject which were eagerly read all over the South of China. But perhaps the greatest gain of all will be the gradual birth of a new solidarity. Hitherto, not only is it true that "East is East, and West is West," it has been equally true to the Chinese that "North is North and South is South." Language of contemptuous scorn is often used by either to describe the other. This animosity will die. A new confidence in China will rise which is an essential characteristic of a self-dependent and self-respecting nation, and to this result the native Press will have contributed much.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	10/15 1/2
Do. Demand	10/15 1/2
Do. 4 months' sight	10/15 1/2
France—Bank T.T.	2/38
America—Bank T.T.	46 1/2
Germany—Bank T.T.	1/4 1/2
India T.T.	1/4 1/2
Do. demand	1/4 1/2
Shanghai—Bank T.T.	7 1/2
Singapore T.T.	8 1/2
Java—Bank T.T.	9 1/2
Do. demand	11 1/2
Buying.	
1 month's sight L/C	11/11 1/2
6 months' sight L/C	11/11 1/2
30 days' sight San Francisco & New York	46 1/2
1 month's sight do.	47 1/2
30 days' sight Sydney and Melbourne	1/11 5/16
1 month's sight France	2/42
1 month's sight Germany	1/58
Bank of England rate	2 1/2
Sovereign	10/50

OPIUM QUOTATIONS.

To-day's quotations are as follows—	
	Per picul.
Malwa New	1,170/1,200
Old	1,250/1,280
Older	1,300/1,350
Oldest	1,400
	Per cent.
Patas New	1,145
Old	1,112
Benares New	1,067
Old	1,090
Perian (Paper)	780/910

The *Sheffield Daily Telegraph* is responsible for this latest cycling story from a cyclist who is willing to take his oath that every word is the truth—He hung his bicycle from the ceiling of his cellar, and not far from a swing shelf on which food was kept. A mouse jumped from the shelf upon the tyre of the wheel evidently hoping to reach the floor. The wheel started, and the mouse naturally ran to the highest part of it. It was unable to stay on the top of the tyre, but couldn't get enough foothold to jump to the wall. When found next morning, the mouse was very much exhausted, though still running. A cyclometer showed that he had run 93 miles.

To-day's Advertisements.

ITALIAN OPERA.

THEATRE ROYAL.

TO-NIGHT,
(SATURDAY), 12th August, 1905, at 9 P.M.

ONE NIGHT ONLY.

PROGRAMME:

PART FIRST.	
L'ELISIR D'AMORE..... (DONIZETTI).	1st Act.
PART SECOND.	
CAVALLERIA RUSTICANA..... (MASCAGNI).	
PART THIRD.	
ERNANI..... (VERDI).	4th Act.

Tickets can be had at ROBINSON PIANO Co.
Hongkong, 12th August, 1905. [817]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 16th August, 1905.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. H. HAYNES,

Colonel, A. P. D.,

H. M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fletcher Street,

Hongkong.

Hongkong, 11th August, 1905. [826]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland,

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis will be despatched for the above Ports, on WEDNESDAY, the 6th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon and Stewards are carried, to assure the additional comfort of passengers; the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 12th August, 1905. [828]

To-day's Advertisements.

FITZ GERALD BROS. CIRCUS.

AND MENAGERIE OF HIGHLY-EDUCATED WILD ANIMALS.

The Greatest Circus organization ever having visited the East.

LOCATION: CAUSEWAY BAY.

Commencing TO-NIGHT, (SATURDAY), August 12th.

MATINEES WEDNESDAYS AND SATURDAYS.

An entirely New Company headed by THE

GREAT HERBERT TROUPE OF ARIEL GYMNASTS.

Who have solved the problem of Aerial flight. This is admitted to be ONE OF THE GREATEST CIRCUS ACTS IN THE WORLD, and easily the Greatest Act ever imported to the East.

THE MOST WONDERFUL PERFORMING WILD ANIMAL ACTS ON EARTH.

FROM CARL HAGENBECK, HAMBURG. THE MARVELLOUS LION AND ELEPHANT ACT.

After doing several sensational tricks this performance concludes by the Elephant mounting a Tricycle with the Lion on his back and pedalling several times round the ring.

THE GREAT TIGER AND HORSE PERFORMANCE.

The only Tiger riding a Jockey Act. THE COMIC ELEPHANT AND PONY SCENE.

These acts take place in a specially constructed ring 40 feet in diameter and caged in with steel bars 18 feet high.

OUR NEW BALLET. Invented and arranged by M. L. DUVALL. Elegant Costumes! Elegant Costumes!!

By our Corps de Ballet, entitled "THE BISMARCK GRENADIERS."

THE BEAUTIFUL TROUPE OF BLACK HUNGARIAN HORSES.

The High Jumping Horses. NEWHAVEN AND CADET.

NEWHAVEN holds the Australia record of 5 ft. 11 in. Bendigo Show, 1903.

A HOST OF AUXILIARIES, including A GREAT COMPANY of Equestrians and Equestriennes, Entree Riders, Ladies and Gentlemen, Canine Pedagogues, Jugglers and Jongleurs, Vaillants, Leapers, Clowns, Pedros, Funnymen, Dummies, Drolls, etc., etc.

BEAUTIFUL TRICK HORSES, PONIES, MULES, DONKEYS, BRONCHOS.

A splendid Military Band under the baton of Mr. A. HENDRIE.

Boxes and First Chairs..... \$3.00

Second Chairs..... 2.00

Stalls..... 1.00

Gallery (Chinese only)..... 50

Box Plan at ROBINSON PIANO COMPANY.

Special Trains will leave the Post Office every few minutes direct to the door and will await passengers after the performance.

Hongkong, 12th August, 1905. [826]

AN ORGAN RECITAL,

will be given in ST. JOHN'S CATHEDRAL,

ON TUESDAY, August 22nd, at 5.15 P.M.,

BY Mr. DENMAN FULLER, F.R.C.O., L.R.A.M., who will play

Sonata 17..... Rheinberger.

"To the Sea" (Sea Pieces)..... MacDowell.

"Starlight"..... Elgar.

Military March No. 1..... Elgar.

and other pieces.

Vocalist..... Mr. F. AUSTIN, who will sing

A Legend..... Tchaikowsky,

and No. 4 of "The Soul's Expression,"

Coleridge-Faylor.

Collection in aid of the "Organ Repairs Fund."

Hongkong, 12th August, 1905. [827]

ESPECIAL DINNER

IN THE OCCIDENTAL HOTEL, KOWLOON.

FOR SUNDAY NIGHT (TO-MORROW), the 13th inst.

DINNER, from 8 P.M. to 9 P.M.

1. Caviare on Toast.

2. Chicken a la Rienne Soup.

3. Herring Salad.

4. Boiled Salmon or Garopa and Butter Sauce.

5. Fricandau Pigeon a la Marechale.

6. Patate Fois Gras en Aspic and Water Cress.

7. Lamb Chops and French Potatoes.

8. Roast Beef and Horseradish.

9. Roast Turkey and York Ham.

10. Cold Liver Sausage.

11. Shrimp Curry and Rice.

12. Boiled Potatoes.

13. Putanes, German style.

14. French Beans.

15. Okras and Cream Sauce.

16. Plum Pudding, Brandy Sauce.

17. Strawberry Ice Cream, Finger Cakes.

18. Butter Cakes.

19. Cheese.

20. Fruits.

21. Nuts.

22. Coffee.

23. Tea.

Kowloon, 12th August, 1905. [829]

THE HONGKONG FROZEN FOOD SUPPLY.

THE DAIRY FARM CO., LIMITED.

PROPRIETORS.

FINE FRESH SAUSAGES

Made by our European Butcher.

ONLY 25 CENTS A LB.

Hongkong, 12th August, 1905. [45]

Intimations.

THE

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	12th August.
GLASGOW and LIVERPOOL	"ULYSSES"	12th "
GLASGOW and LIVERPOOL	"PELUSUS"	16th "
GLASGOW and LIVERPOOL	"ALCIBIUS"	23rd "
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
GENOA, MARSEILLES & LONDON	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
GENOA, MARSEILLES & LONDON	"YANGTZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST.	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th August, 1905.

CHINA NAVIGATION CO., LIMITED.

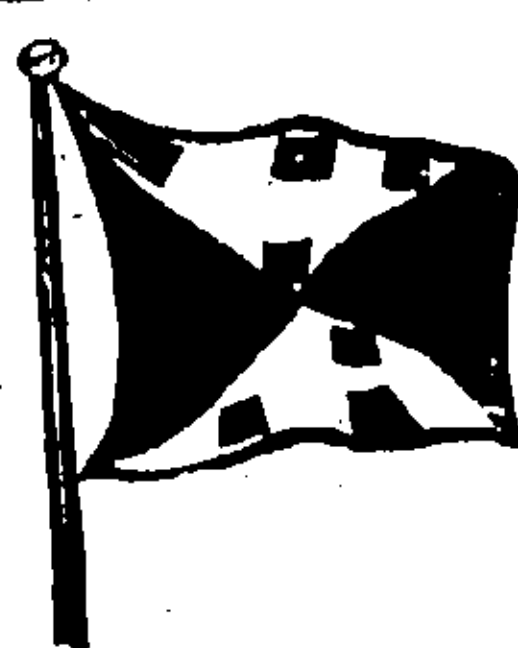
FOR	STEAMERS	TO SAIL
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	14th August.
MANILA	"TAMING"	15th "
TSINGTAO, CHEFOO and NEWCHANG	"IOHANG"	16th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"CHIEHI"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 12th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Ellipse Duplicator.
Hongkong, 23rd February, 1905.TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES.48, DES VUEX ROAD.
SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING KEAL,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 1.30 P.M.
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$2; Return, \$3; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$4
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY,
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.
On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

" " return " " 2.00

Second " single " " 80 Cents.

Third " single " " 50 "

Breakfast, Tiffin or Dinner \$2 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "PERSUASION."For further information, apply to the Office of
YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"SAINT HUGO" 15th August, 1905.

"SHIMOSA" 25th "

"SATSUMA" 25th September, "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,

Agents

Hongkong, 2nd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN VIA WEI-HAI-WEI	"WOSANG"	TUESDAY, 15th August, 3 P.M.
S'GAPORE, S'RAVAYA & SAMARANG	"FOOSHING"	TUESDAY, 15th August, 3 P.M.
SHANGHAI	"WAISHING"	WEDNESDAY, 16th Aug. 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 18th August, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 22nd August, Noon.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

† These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 12th August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,483	Metzenthin	"

The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SCANDIA,"

Captain von Doehren, will be despatched for
the above Ports, on MONDAY, the 14th instant,
at 5 P.M.This Steamer has splendid accommodation
for Passengers and carries a duly qualified
Doctor and Stewardess.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th August, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Steamship

"BALAMCOTTA,"

Captain E. H. Garland, will be despatched as
above, on TUESDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 8th August, 1905.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENLARG,"

Captain Wallace, will be despatched as above,
on or about the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd August, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the
above Ports, on TUESDAY, the 15th instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 9th August, 1905.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.Ladies and Children's Under-clothing, Lau-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 12nd April, 1902.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or
America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

XPRB628

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

Hongkong.

RUSSIA.

WILL THERE BE A REVOLUTION?

The following article is by Mr. C. E. Hands,
the famous newspaper correspondent—"The Russian Revolution; gentlemen; and
may we all live to see it!" I suggest that as a
suitable toast for any assembly of sanguine
speculators. For those who live to see the
Russian Revolution will live a long, long time.
Russia is a difficult country to prophesy a-
bout, for just the same reason that it is difficult
to forecast a day ahead the actions of a man
who does not know what he wants to do.Moreover, it is immoral to prophesy except
about horses. About the doings of talking
animals it is more virtuous and prudent to bet.
I bet against the Russian Revolution, and
if that tremendous and fascinating personality
the "Principal Operator" whose recorded ex-
ploits amid the shouts and trappings of Tat-
terall's are followed with admiring interest in
remote corners of the earth—if he is thinking
according to his habit of "throwing the weight
of his influence into the market" upon this
event I would earnestly recommend him to
follow me. For this horse, though a public
fancy, is—I have it straight from the stable—
a bad starter, an ungoverned beast, on the light
side as regards bone, backward in his pre-
paration, and a non-trier.

EXACT DEFINITION.

It is necessary, of course, to know exactly
what is meant by "revolution." Vague general
terms are well enough for the loose practices of
prophecy, but for a question that has climbed
to the higher plane of a wager exact definitions
of terms and conditions are necessary. For a
theorist expounding the probabilities of the
next big race it is proper to be a little mys-
terious and "pin his faith" to "the stand-
ing son of Frypan" or to talk of seeing the
popular lemon and vanilla jacket once more
triumphant.But when the Principal Operator comes into
the argument with his methods of expression
the horse he fancies is spoken of very defini-
tely as "Pancake." And no doubt he will be
careful to have it clearly understood what is
meant by "revolution" before he begins to
make his investments. For revolution is far
too loose a term for serious wagering. It
would cause wrangling as to its interpretation,
repudiation of responsibility, and all the trou-
ble and ill-feeling incidental to a reference to
the committee of Tatterall's

A DISTURBANCE IN KORBA.

DISPUTED LAND.

There occurred in the southern part of Chung-chung Province, about the middle of June, an event which gives food for serious thought. The facts as brought out by impartial investigation, says the *Korean Review*, are as follows:

Some time last year a number of Koreans had gathered at a Buddhist monastery in the town of Eun-jin. Among them was a boy about twelve years old. By accident he overheard a small image of some kind and caused a very little damage. Koreans agreed afterward that it could be perfectly made good for a few cents. But the monks caught the boy, intending to hold him as a hostage until his parents or relatives should pay an indemnity for the indignity put upon their monastery. But they soon discovered that the boy was an orphan and therefore worthless from the financial standpoint. The monks therefore seized one of the bystanders, charging him with having witnessed the sacrilege without raising a hand to stop it. This man was wholly innocent of any wrong. The accident occurred suddenly and he probably could not have prevented it. He was imprisoned there for three days pending his payment of forty Korean dollars as indemnity. He was unable to get it and was finally released, but a few days later he was seized again and the demand had now risen to two hundred and fifty dollars. After beating about the bush a long time he was again released. After this a Japanese monk came to live in the place and obtained some influence over the monks of this monastery. Again the Korean was arrested and the monks, together with the Japanese, now claimed that the man owed 1,000 dollars! As the man declared his inability to pay the money and declined to go with the monks, the monks formed a company and went to the man's house and searched his house, stealing therefrom deeds to rice land and other valuables. That occurred this spring.

Meanwhile Dr. W. B. McGill of Kung-ju, a member of the Methodist Episcopal Mission, had begun work in Nomi and had established a small church there containing eleven baptized probationers and about two hundred and fifty inquirers, who attended the services with some regularity and were known as adherents. Among their number was this man who had been so badly treated. The adherents had also bought and paid for two pieces of land on rising ground near the village, one for a church and one for a school. On the former plot a building was erected, but as yet the other plot had only been staked out. There was no possible question as to the ownership of this land. It had been legally bought and paid for and the deeds were deposited with the mission authorities.

One day a crowd of 11-chin men came, pulled up the stakes driven by the Christians about the plot of land that they had bought for a school, and set their own stakes. They said the land was theirs and they were going to build a school there. They were at last persuaded to withdraw but then the Japanese came and seized the land, saying that they were going to build a school there.

When this Korean was caught and ordered to pay over 1,000 dollars to the monastery the Christians or mission adherents attempted to aid him in a purely pacific way by consulting with his captors. This aroused the anger of the Japanese, of whom there were several then in the town either as merchants or farmers; and they sent out word to all the Japanese in the vicinity to congregate in the town. The Christians hearing of this sent in haste to the Rev. Robert Shup of Kung-ju asking him to come down and aid them. He went down on June 14th and stayed over night, but the morning being hot there was to be a determined attack made, he hurried to the nearest point where he could find a telegraph station. This was at Kang-yung-yi, six miles away. There is incontrovertible proof that the Japanese had declared their intention of killing Mr. Sharp and the Christians. He arrived at night and immediately telegraphed to Seoul for help, saying that his life was threatened. He could get no help from the Japanese police that night, though there was a police station there, and it was not till after eight o'clock the next morning that a start was made. He was accompanied by Japanese police back to Nomi, where it was found that during the night a gang of Japanese and 11-chin-whom men had come to the church and had demolished all the doors and windows and wrecked the place badly. They were armed with guns, knives and clubs, for it was found that guns had been fired and that several of the Christians who were staying at the church had been cut with swords or beaten with clubs, some of them so severely that they could not walk. One man had a broken rib.

After wrecking the church a gang of five Japanese, armed with clubs, went to the place where Mr. Sharp had lodged and demanded admittance. Two of them stood guard at the door with raised clubs and the other three entered. They demanded where Mr. Sharp was, but as he had gone to Kang-yung-yi for help, could not be found. There is every reason to believe from the language of these men that they had found Mr. Sharp his life would have been taken. Soon after this the Rev. W. B. Scammon, M.D., the Superintendent of the Methodist Mission, together with Mr. E. H. Holmes, Secretary of the British Legation in Seoul, arrived at Nomi with a number of Japanese gendarmes, and they found that other gendarmes had already arrived from Kung-ju and all was quiet. The Japanese in Nomi assumed a very humble attitude and the 11-chin-whom people confessed themselves to have been wholly in the wrong. A careful investigation was made by the Americans and by the Japanese gendarmes independently. The Japanese gave up all claim to the land and removed their stakes; but none of the ringleaders were arrested, although it was well known who they were.

We have ascertained that the results of the two independent investigations were practically identical. The Japanese authorities promised to make a thorough investigation and settle the matter properly. They referred the matter to the Japanese consul in Kung-ju. Since that time nothing has been done so far as the missionaries know or so far as the Koreans in Nomi know. The Korean Christians there have written repeatedly saying that if this matter is allowed to pass without the Japanese miscreants being brought to justice it will be impossible for Koreans to live in any place where a score of Japanese have settled. At the time when the investigation was made these Japanese withdrew their stakes from the ground belonging to the church and acknowledged that they had no right to it, but have since the beginning of the investigation in Seoul they have again seized the land and set their stakes.

The public will wait patiently but eagerly to see what will be done about this case. It is to a sense a test case and it will show fairly well what we have to expect in such cases. From the very start there has been no question as to the culpability of the Japanese in Nomi. Will they be punished or not? Will restitution be made for the damage done and will the Koreans there be assured that hereafter they will be allowed to live at peace from these outrageous attacks?

We shall watch the case and report what is done. There may be those who doubt whether anything will be done, but we cannot believe that in a plain case, brought to the notice of the Japanese officially by a foreign power, they will fail to do at least partial justice.

Shipping.

ARRIVALS.

Telemachus, Br. s.s., 1,300 J. Williamson, 11th Aug.—Saigon 7th Aug, Gen.—Chinese.
Hermann Menzel, Ger. s.s., 1,654, W. Hansen, 11th Aug.—Chefoo 6th Aug, Gen.—H. A. L.
Scandia, Ger. s.s., 3,135, W. V. Döhren, 11th Aug.—Singapore 6th Aug, Gen.—H. A. L.
Proto, Nor. s.s., 838, K. Larsen, 11th Aug.—Haiphong and Hoihow 11th Aug, Sugar, Rice, Pigs and Bullocks.—A. R. M.
Suisang, Br. s.s., 1,776, F. Wheeler, 12th Aug.—Calcutta 26th July, and Singapore 6th Aug, Gen.—J. M. & Co.
Lydia, Ger. s.s., 1,771, C. Meyer, 12th Aug.—Wuhu and Chinkiang 7th Aug, Gen.—S. & Co.
Kwonggang, Br. s.s., 1,438, W. P. Baker, 12th Aug.—Shanghai 8th Aug, and Swatow 11th Aug.—J. M. & Co.
Yochow, Br. s.s., 1,106, J. H. Brown, 12th Aug.—Canton 12th Aug, Gen.—B. & S.

Clearances at the Harbour Office.

Lydia, for Saigon.
Little Ho, for Shanghai.
Arabia, for Keelung.
Kubi, for Manila.
Kohichang, for Bangkok.
Kohichang, for Cebu.
Kalgan, for Hongkong.
Indrasamha, for Shanghai.
Longmoon, for Shanghai.
Hatching, for Kwong-chow-wan.
Dajin Maru, for Swatow.
Indrasamha, for Chefoo.
Hatching, for Swatow.
Shanghai, for Sourabaya.
Thouat, for Bangkok.
Cool Diederichsen, for Haiphong.
Lydia, for Canton.
Kwo yang, for Canton.

August 12.

Corpsman, for Europe.
Kubi, for Manila.
Chefoo, for Bangkok.
Kohichang, for Bangkok.
Mentionshire, for Nagasaki.
Glorious, for Shanghai.
Indrasamha, for Manila.
M. Struve, for Canton.
Arabia, for Portland, Or.
Indrasamha, for Chefoo.
Little Ho, for Shanghai.
Longmoon, for Chinkiang.
Jacob Diederichsen, for Hoihow.
Oscar 11, for Moji.
Indrasamha, for Shanghai.

PASSENGERS ARRIVED.

Per Telemachus, from Saigon—Mrs. Williamson and children, Mrs. Achard, child and servant, and 614 Chinese.
Per Kwonggang, from Shanghai, &c.—Dr. F. E. Jones, Messrs. Lutteringham, Van de Stadt and Kerr.

Passengers departed.

Per Doric, for San Francisco—Messrs. M. R. McCollough, Chas. B. Warren, W. Lawrence Gunther, E. A. Rowe, Wm. F. Bockus, Wm. L. Hay, E. Wechsberg, E. M. Owy, Wm. Rosenfield, Gen. R. Lorenz, W. J. Fisher, Wm. P. Pettus, S. Wolff, L. Morgan Brown, Ding Yee, John Dow, J. Biersen, W. J. Kehoe, Miss Mary Kehoe, Miss A. Slater, Mr. and Mrs. J. B. Thos. and Capt. S. F. Bottoms. For China and Japan Ports—Messrs. A. C. Chen, M. Thos. Rooper, D. C. E. Goode, Messrs. J. T. Fisher, G. L. Brockmann, W. H. Brennan, Miss M. Brindard, Mr. Thos. W. Carke, Mr. and Mrs. R. Baxter, Mr. J. Robinson, Dr. J. S. Hough, Mr. H. Kita, Mrs. D. Bruckman, Mrs. Danby, Mrs. H. Scott, Major and Mrs. D. S. Stanley, child and nurse, Messrs. C. C. Cooper and P. J. Fitzgerald.

Shipping Report.

Str. Telemachus (from Saigon)—Moderate S.W. monsoon, with occasional showers.
Str. Kwonggang (from Shanghai)—There to Hoihow encountered high Ely swell, thence to port fine weather.
Str. Lydia (from Wuhu)—First part of voyage to N. about, heavy NE. to Ely swell, thence to port fine weather and moderate sea, at the 10th and Lamocks Islands foggy weather.

Vessels in Port.

STRANERS.
Anamba, Dan. s.s., 1,158, Cortsen, 10th Aug.—Bangkok 3rd Aug, Gen.—M. & Co.
Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 10th Aug.—Bangkok 4th Aug, Rice and Wood.—M. & Co.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 7th Aug.—Singapore 2nd Aug, Gen.—D. S. & Co. Ld.
Battenhall, Br. s.s., 1,378, Chas. Faison, 24th July.—Sourabaya 10th July, Sugar.—D. & Co. Ld.
Bourbon, Fr. s.s., 997, Ch. Sisco, 4th Aug.—Chefoo 3th July, Vermiculite.—Wo Fat.
Carl Diederichsen, Ger. s.s., 774, H. Schlackier, 11th Aug.—Haiphong 8th Aug, Gen.—J. & Co.
Chowfa, Ger. s.s., 1,055, F. Spiesen, 10th Aug.—Bangkok 4th Aug, Rice, Teak-square and Gen.—B. & S.
Dajin Maru, Jap. s.s., 900, H. Ohta, 10th Aug.—Tamsui via Port 6th Aug, Gen.—O. S. K.
Emma Luyken, Ger. s.s., 1,107, H. Martens, 9th Aug.—Fochow via Amoy and Swatow 9th Aug, Gen.—D. L. & Co.
Fochow, Br. s.s., 1,423, T. Arthur, 5th Aug.—Samarang and Fochow 28th July, Sugar.—J. M. & Co.
Gaea, Nor. s.s., 621, Hans Dahl, 9th Aug.—Sourabaya 29th July, Sugar.—Order.
Germania, Ger. s.s., 1,000, H. Jügel, 30th July.—Sydney 15th July, Corn.—S. & Co.
Hatching, Br. s.s., 1,267, A. E. Hodgins, 5th Aug.—Fochow via Amoy and Swatow 4th Aug, Gen.—D. L. & Co.
Hohenzollern, Ger. s.s., 6,660, O. Kraef, 20th July.—from Genoa, Ballast.—M. & Co.
Hongkong, Fr. s.s., 742, A. Suzoni, 5th Aug.—Haiphong and Hoihow 4th Aug, Rice, Sugar, Pigs and Bullocks.—A. R. M.
Kalgan, Br. s.s., 1,143, J. Speed, 8th Aug.—Hoihow 4th Aug, Sugar.—B. & S.
Lisa, Swed. s.s., 1,577, H. Horadahl, 21st July.—Kobe 17th July, Gen.—Shun Tai S. N. Co.
Manchuria, Am. s.s., 8,750, J. W. Saunders, 10th Aug.—San Francisco 8th July, and Manila 8th Aug, Mails and Gen.—P. M. S. S. Co.
Nanshan, Br. s.s., 1,229, A. W. Brynall, 6th Aug.—Kohichang 31st July, Rice.—Chinese.
Palamcottia, Br. s.s., 2,208, T. P. Babb, 13th Aug.—Rangoon via Penang and Singapore 28th July, Gen.—J. M. & Co.

Petrarch, Ger. s.s., 1,352, C. Ahrens, 7th Aug.—Amoy 5th Aug, Ballast.—S. W. & Co.
Shantung, Br. s.s., 1,835, Jno. Robinson, 9th Aug.—Java 1st Aug, Sugar.—B. & S.
Tallentire, Nor. s.s., 1,128, S. Peterson, 10th Aug.—Samarang 31st July, Sugar.—Order.

Taming, Br. s.s., 1,350, J. Mackenzie, 11th Aug.—Manila 8th Aug, Gen.—B. & S.
Thyra, Nor. s.s., 2,419, P. M. Toyn, 3rd Aug.—Kuchinoto 27th July, Coal.—M. B. K.
Zweena, Br. s.s., 1,740, J. Ewart, 1st Aug.—Rangoon 21st July, Kerosine.—Chinese.

SAILING YARDS.

Eclipse, Br. ship, 2,260, McRyde, 31st July.—New York 14th April, Oil.—S. O. Co.
Pass of Brander, Br. ship, 2,000, W. J. Ryder, 28th July.—Philadelphia 14th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Eastern	Manila	G. L. & Co	Aug. 13
Kein	Singapore	P. & O. Co	Aug. 12
Prasanna	Shanghai	P. & O. Co	Aug. 11
Prins Heinrich	Singapore	M. & Co	Aug. 16
Kunyang	Singapore	M. & Co	Aug. 16
Ceylon	Singapore	P. & O. Co	Aug. 16
Changsha	Sydney	B. & S.	Aug. 19
Tjimali	Macassar	J. C. J. L.	Aug. 19
Ras Dana	New York	S. T. & Co	Aug. 21
Aragonia	Japan	P. & A. Co	Aug. 22
Willelad	Sydney	M. & Co	Aug. 22
Tartar	Vancouver	C. P. R. Co	Aug. 30

Hongkong & Whampoa Dock Referrals.

Vessel	From	Agents	Due
Poschana	at Kowloon Dock		
Tak Mi	"		
Hans Wagner	"		
Lauschan	"		
Vigilante	"		
Wik	"		
Thyra	"		
Janfeld	"		
Zweena	"		
Battenhall	Cosmopolitan		
Emma Luyken	Abdeen		

Ships Passed The Canal.

Outward—14th July—*Ulysses*, 19th July—*Barotse*, *Bangla*, *Friya*, *Pachontas*, 28th July—*Alchoua*, *Sultonah*, *Ernest Simon*, *Rhein*, and August—*Swan*, *Galle*, *Tunman*, *Belauch*, *Wray Castle*, 4 August—*Agamemnon*, 9th August—*Rom*, *Suez*, *Syria*, *Silencia*, 12th August—*Polynatien*, *Tenaki*, *Longor*.

Homeward—28th July—*C. Ford Laiten*, and August—*Slang*, 4th August—*Pera*, *Ping Sway*, *Jason*, *Silelia*, (Aug.) 12th August—*Palermo*.

Arrivals at Home—14th July—*Benalder*, *Devera*, *Hudson*, 19th July—*Segovia*, *Indrani*, 24th July—*Ceylan*, *Whampoa*, *Suez*, *Rom*, *Aberlydie*, *Prusien*, *Sagami*, *Fallodon*, *Hall*, *Socotra*, 28th July—*Kintuck*, *Calendonia*, 2nd August—*Bennet*, *Calchac*, *Sengambila*, *Ducalion*, 4th August—*Bantu*, 9th August—*Darmstadt*, 12th August—*Oceanien*.

TO-MORROW.

St. Peter's Seamen's Church.
Eighth Sunday After Trinity.
Queen's Road, West.
Holy Communion 7.30 a.m.
Morning Prayer 11 a.m., Venite, Savage; Te Deum, Oakley; Jubilate, Lemon; Hymns, 11, 147, 158 and 167.
Evening Prayer, 6.30 p.m., Magnificat, Barnaby; Nunc Dimittis, Tucker; Hymns, 99, 168, 184 and 254.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The *Dayspring* remains in the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.
Gorman Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m. and 6 p.m.
St. John's Cathedral, Hongkong.

Post Office.

A Mail will close for:—
Sourabaya—Per *Shantung*, 13th Aug, 9 a.m.
Swatow and Amoy—Per *Haiching*, 13th Aug, 9 a.m.
Swatow, Amoy and Tamsui—Per *Dajin Maru*, 13th Aug, 9 a.m.
Haiphong—Per *Hongkong*, 14th Aug, 9 a.m.
Macao—Per *Haungshan*, 14th Aug, 11 p.m.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiwan*, 14th Aug, 3 p.m.
Amoy, Swatow and Rangoon—Per *Palamcottia*, 14th Aug, 5 p.m.
Swatow, Amoy and Fochow—Per *Hailan*, 15th Aug, 9 a.m.
Samarang and Sourabaya—Per *Emma Luyken*, 15th Aug, 11 a.m.
Macao—Per *Haungshan*, 15th Aug, 1.15 p.m.
Singapore, Penang and Calcutta—Per *Arratoon Apar*, 15th Aug, 2 p.m.
Singapore, Sourabaya and Samarang—Per *Fochow*, 15th Aug, 2 p.m.
Wellahwei and Tientsin—Per *Wosang*, 15th Aug, 2 p.m.
Manila—Per *Taming*, 15th Aug, 3 p.m.
Shanghai—Per *Waihsing*, 16th Aug, 2 p.m.
Tsingtan, Chefoo and Newchwang—Per *Ichang*, 16th Aug, 3 p.m.
Europe, &c., India, via Taitcorin—Per *Prins Heinrich*, 17th Aug, 11 a.m.
Manila—Per *Yuenang*, 18th Aug, 3 p.m.
Swatow, Wellahwei, Chefoo and Tientsin—Per *Chihli*, 19th Aug, 3 p.m.
Singapore, Penang and Calcutta—Per *Kulsang*, 22nd Aug, 10 a.m.
Europe, &c., India, via Taitcorin—Per *Sydney*, 22nd Aug, 11 a.m.
Frederick, Wilhelmshafen, Herberishobes, Matpur, Brisbane, Sydney and Melbourne—Per *Prins Sigismund*, 22nd Aug, 11 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 13th Sept., 11 a.m.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for

Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namtau, Sanhus, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate of 4 cents for each half ounce instead of 2 cents as at present.
The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Barker, Mrs. M., Lawless, Major.
Bingham, Mr. & Mrs. Lewis, A. J.
Bissell, W. S., Lewis, L. S.
Binney, S., Macdonald, D.
Bjork, H. I., Marriott, Dr. O.
Bonner, E. A., Maynard, R. S.
Brighton, F. G., Melkie, Mr. and Mrs.
Broughall, L., Merless, Mrs.
Brunner, Mr. and Mrs. Miller, P. L.
Carter, W. L., Moore, Mr. & Mrs. R. M.
Chambers, Mr. & Mrs. Morrison, Mrs.
Clark, H. K., Murray, E. H.
Clark, Hon. Dr. Francis, Newington, A. G.
Clark, M. O., Oliffe, O. C.
Clark, T., Packer, B. L.
Clegg, R. N., Eng. Lt. Parfitt, W. F.
Conningsham, G., Patey, Mrs. E. O.
Davies, F. O., Peake, W.
Doollittle, F. H., Perkins, Mr. and Mrs.
Douglas, Capt. & Mrs. J. T. L.
Downing, Mr. T. C., Reel, Dr. L. R.
Fitzgerald, Mr. Roach, Mrs. J. S. and child.
Fitzgerald, Mr. J. D., Rochet, L.
Fletcher, H., Scott, A. O.
Giles, Mr. and Mrs. A. J. Shea, J.
Glen, C., Skinn, A. J.
Grant, A. W., Sloan, E. A.
Grone, Dr. F., Stanley, H. H.
Grone, Mrs. F., Stewart, W. M.
Hall, Capt. R., Thompson, M. L.
Harting, R., Thombrow, J.
Hurst, R. N., Engineer, Unbehaus, C. H.
Innes, Capt. R., Underwood, J. M.
Kerr, F., Watkins, Miss E.
Laird, A. H., Whitlow, A. W.
Large, H. J. C., Wright, Mr. and Mrs. Zeller, J.

KOWLOON.

Evans, Mr. and Mrs. Holmes, N. M.
Pickers and child, Price, Capt. and Mrs. O. L.
Goodwin, W. H.
Hall, J. S.

PEAK.

Accott, E. F., King, Dr. and Mrs.
Beattie, A., Louder, Mr.
Bennett, M. P., Macdonald, Mr.
Bourne, Mr. and Mrs. Martin, R.
Bourcher, Mr. & Mrs. Meice, Mr. and Mrs. G.
Boyd, Capt. and Mrs. Mitchell, R.
Brown, Mr. & Mrs. D. E. Moxon, Mr. and Mrs. Herbert.
Clothier, A. N., O'Neill, J. L. Hugh.
Cocks, Mr. & Mrs. A. E. Muelle, E.
Darling, Col., Ollie, F. B.
Dixson, Mr., Panny, Major.
Edwards, Mr. and Mrs. Patten, Capt. H. W.
Gales, Capt., Phillips, Major.
Hallingworth, Mr. and Mrs. Piggott, Mr. and Mrs.
Hart, Mrs., Pollock, K. C. Mr.
Hart, B. Brotherton, Reigle, Dr. and Mrs.
Hassan, Mr. and Mrs. Sower, Capt. and Mrs.
Haynes, Col., Snelair, A.
Hazelard, F. A., Stedt, Mr. and Mrs.
Helgaun, A., Van de.
Hett, Mr. and Mrs. Stokes, Mr.
F. Taget, Hindokoff, Mr. & Mrs. Thomas, Mr.
Hindokoff, Mr. & Mrs. Uffel, W. von.
Hudig, D., Vandio, Gordon.
Jedries, H. U., Varsker, Capt. and Mrs.
Johnson, Rev., Varsker, Capt. and Mrs.
Joseph, Mr. and Mrs. White, Dr. and Mrs.
Kaye, Major and Mrs. M. J.
Kelall, Major & Mrs. M. J.

CRAIGSBURN.

Barnett, H. O., Nicholls, E. A.
Brown, G. A., Russell, Mrs.
Dann, G. H., Smith, E. Grant.
Estat, B. L., Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant.
Hogg, Mrs., Smith, Percy.
Jaggon, P. S., Webb, Mr. and Mrs.
Lyons, F. W., Montague.
Marchant, Capt. and Wilson, Dr. Newell.
Mrs. and children Young, J. Ashton.

OCCIDENTAL.

Albert, B. E., Krill, G.
Anderson, G., Lemcke, Capt. P.
Avenberg, Thos., Lowe, Mr. and Mrs.
Bertels, Thos., Lowe, Miss Siesie.
Chandler, Lieut. Army, Major, Capt. and Mrs.
Eduard "Dept", child.
Domnik, B., Möller, H.
Fischer, Ch., Munro, Miss A.
Fisher, R., Olme, A.
Frebes, B., Owen, O. E.
Furn, Heinz, Rocks, K.
Georg Mein Ken, Scharnberg, H.
Hales, G. L., Schmidt, Otto.
Hochne, Dr. Med., Sheel, Robt. H.
Hobbel, Dr. H., Veeden, W.
Key, Dr. H., Vojacek, R.

August 12th, 1905, a.m.

	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.
Barometer	29.79	29.73				
Temperature	84	85				
Humidity	80	76				
Rainfall	0.10					

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	dispatch-vessel	1,700	4	3,000	Commander Harbord	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Arun	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. H. Heaton	Wei-hai-wei
Astrea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Wei-hai-wei
Cadmus	loop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	300	—	300		Hongkong
Clio	loop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Wei-hai-wei
Dene	torpedo boat destroyer	550	6	7,000	Lieut. Commander H. E. Sullivan	Wei-hai-wei
Erebus	torpedo boat destroyer	550	6	7,000	Lieut. Commander Balmer	Wei-hai-wei
Eutric	torpedo boat destroyer	550	6	7,000	Lieut. Commander Lewin	Wei-hai-wei
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Wei-hai-wei
Fame	torpedo boat destroyer	550	6	7,000	Lieut. Commander Stevenson	Wei-hai-wei
Flora	cruiser, 2nd class	4,350	10	7,000	Captain H. Grant-Dalton	en route from England
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander J. May	Wei-hai-wei
Hait	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Wei-hai-wei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Wei-hai-wei
Phigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcener	Wei-hai-wei
Itchen	torpedo boat destroyer	550	6	7,000	Lieut. Commander C. Seymour	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3,900	Lieut. Commander W. H. Darwall	Hongkong
Kinsh	river gunboat	85	4	1,200	Lieut. Commander E. V. F. R. Dugmore	Yangtze
Moorehen	river gunboat	180	2	800	Lieut. Commander F. B. Noble	West River
Otter	torpedo boat destroyer	140	6	6,300	Lieut. Commander J. Kiddle	Wei-hai-wei
Rambler	surveying-vessel	835	6	950	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. T. Atlay	West River
Salpe	river gunboat	85	2	240	Lieut. Commander Davidson	Yangtze
Toba	torpedo boat destroyer	280	6	6,500	en reserve	Hongkong
Sutle	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Wei-hai-wei
Tamar	receiving ship	4,650	0		Commodore Dickan	Hongkong
Teal	river gunboat	180	2	800	Lieut. Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Gregory	Wei-hai-wei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. L. Thomas	Wei-hai-wei
Widgeon	river gunboat	195	2	800	Lieut. Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

SHARE QUOTATIONS.

No. 1, Lee House Road, in the City of Victoria, B.C.

SHARE QUOTATIONS.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1904.

